Honda 4-cylinder automatic

Inside the GL-1000

Gold! Endurable Gold!

UNDER THE DOME

CYCLE NEWS®

WEST

No.5: February 11, 1975 50¢

NEWSPAPER

Weslake speedway engine is a reality. English grasstrack star Don Godden (left) who has already won a meeting with it, and World Finalist John Louis (right) will both campaign the new four-valve Weslake speedway engine during the coming season. Louis knocked 1.6 seconds off the old track record while testing at Hackney Bowl and was suitably impressed. The zinger is that the Weslake engine will cost as much in England as a complete ESO/Jawa speedway bike.

THE LATEST POOP BY PAPA WEALEY

Littlerock Wash is no longer being considered by the California Parks and Recreation Department for a Green Sticky park. Conflict with a local irrigation district was given as the reason for passing up the site, but the Parks people are considering alternate sites within a reasonable distance of the Los Angeles basin.

The opposition to the Little Rock Wash ORV park appears to be coming from about a dozen entrenched locals with buddies in high places. The kind who think of motorcyclists in terms of "policing problem," "Vandalism, malicious mischief" and more to that effect. They'll probably get their way unless you write Trails and ORV Section Supervisor Ronald D. Rawlings at P.O. Box 2390, Sacramento, CA 95811 and tell him why a Green Stickie park in the area is a good one.

Steve Halladay and Wayne Cook won the S.C.O.R.E. Parker 400 on a much-tricked-out 250 Elsinore, blowing all the four-wheelers away in the process. Top "car" was piloted by Malcolm Smith, who would have won overall but for a broken wheel on the last loop which dropped him to fourth.

A lady staffer at Scuderia in Redondo, California picked up the ringing phone and was startled when the male caller asked, "Can you help me? My tickler just fell off."

H. A. Maxtead enjoyed the party honoring his retirement from the Norton Triumph Corporation, but he's not going to be completely retired. Max will still be travelling the trade shows for NTC, we are glad to say. Cincinnati wouldn't be the same without him.

The regular AMA flat track season at Ascot Park in Gardena, California will only last six weeks this year, April 4 to May 16. We always thought the season was too long before, but this is ridiculous!

To avoid conflict with the mating of the quail and the blunt-nosed leopard lizard (what a hybrid that should make) the Dirt Diggers' Red Garter National enduro has been set for March 23, in the Ballenger area of Las Padres Nat'l. Forest. With the new schedule, all last year's hassles are apparently set aside.

Rudy Galindo is the new AFM Number One for 1975 after the club upheld his protest of the May 12, 1974 results. Rudy beats out Ron Pierce for the coveted digit.

All off-road recreation activities combined in the state use only four-tenths (.4) of one percent of the total gasoline consumed in California.

Desert along the route of S.C.O.R.E.'s 1974 Parker 400 off-roadie was in better condition ecologically after the race than before, according to a BLM report. February 1 was the date of the 1975 race.

Littlejohn Hateley will campaign a private Harley-Davidson and his Yamaha Trackmaster in the AMA Nationals this year.

If times are so tough, how come more people aren't riding motorcycles for transportation? Maybe because it's not fashionable? What would it take to get you to ride a scoot to work? I'm really curious.

Stu Peters tells us that Pat Manning, the tailor who runs CMC road races, was British Champion in 1950 and '51 in the Lightweight classes.

A motocross at Ontario? Torrance Cycle Parts has set a 300 rider invitational for March 23 at the famed road race facility. Let's see . . . we could run 'em up the stands, through the Victory Circle restaurant, then do a 160 mph berm shot off the south banking . . . ya' know, it might work. Call (213) 371-3611 for entry info.

The Kawasaki Z-1 will become 1000cc midway through this year. It will be faster than the Honda GL 1000, since the 900cc version of the Z-1 already is. Cycle Magazine's test GL 1000 ran 13.0 and 102 mph in the best of three runs before the clutch blew.

What were a Can-Am 250 and Kawasaki KZ 400 doing parked in Honda's R&D department recently?

The Honda 1000 originally had self-cancelling turn indicators operated by a cable running to the odometer. After a given distance was covered, they shut off automatically. However, the production models will not have the feature because it didn't work all the time.

Look for a semi-factory Can-Am road racing effort in Southern California club road races this year.

The only publication that regularly scoops Cycle News is the M.O.R.E. Newsletter, published for Motorcycle Owners, Riders, and Enthusiasts of California whenever funds allow. Reason it scoops us is because the editor, publisher, etc. is making the news (mostly good) as well as reporting it.

Just about all of the moto-monthlies are going up to a dollar soon, if not already. Publishing is like the gas company, the less you buy, the more it costs, apparently. Some of the dollar books are really worth it, too.

"Rebate" is a clean, upstanding, Gerry Ford kind of word, whereas "discount" is like Nixon, kinda sly and underhanded and self-defeating in the long run. Whatever it's called, we are glad to see prices coming down.

May 24, 25 and 26 this year are the first annual "ride your motorcycle days" and the best place to be is Tulare, California. More than 20,000 bikers of all persuasions are expected for a "fantastic three-day outing and show-of-strength . . . . This is the one event that every motorcycle enthusiast in California SHOULD attend" says Russ Sanford of M.O.R.E. We're gonna be there by bike too, you betcha!

I see where the Defense Department has established a Defense Panel on Intelligence. They need it.

We hear that the National Committee on Uniform Traffic Ordinances, a branch of the U.S. Dept. of Transportation, has scheduled a meeting on February 26 to discuss dropping the mandatory helmet requirements on a national basis! Bikers are urged to write letters to the Executive Director, Edward S. Kearney, and the National Chairman, David M. Baldwin, at 1776 Massachusetts Avenue, Suite 430, Washington, D.C. 20510 urging them to drop this stupid law.

A WSRA Benefit hare scrambles held January 12 near Reno, NV. netted about $1000 for Fred Rogers and family. Fred had been badly hurt at last year's Wendover race. Carl Cranke showed up on a 400 Penton and blew the Open Experts away.

Top mini rider Doug Nicol broke his femur out at Indian Dunes and will be in traction for some time. How 'bout a card to keep his spirits up? He's at Santa Monica Hospital, Rm. 703 South, 1225 – 15th, Santa Monica, California. Mend soon, Doug.

Good news: Malcolm Smith's Racing Products will have a large stock of those new Girling gas-charged shocks in about 90 days. They come in three different lengths, each with three separate damping settings, so they can be used on bikes with standard mounting. "I'm using them now and they are terrific!" states Malcolm. The 13.5" shock will give 4.3" of travel on a standard bike. Gentlemen, place your orders.

Motorcycle Industry Council will be opening offices in Southern California with new Executive Director Alan Isley in charge. James Potter, former Executive Director, heads up the MIC Government Relations office in Washington, D.C.

The second round of America Vs. the World Speedway series happens in Costa Mesa, California at the Orange County Fairgrounds on March 14 at 8 p.m. The series is being taped by CBS for an upcoming TV Sports Spectacular.

Husqvarna is being featured in the May Playboy.

Since the British made riding without helmets a high crime and misdemeanor, the number of fatal and serious casualties among motorcycle riders and passengers in England rose three percent over the preceding year. Apologists for the killer helmet law claim, however, that motorcycle mileage increased "an estimated" six percent, saving "an estimated . . . about 200 deaths and serious injuries each year." It would be funny if it weren't so serious.

Greeves motorcycles will continue to be distributed in the U.S. by Nick Nicholson Motors of North Hollywood, California after all. The new owner of the Greeves factory in England, Mr. Brian Gilroy, is a young industrialist and enthusiast who "wants to get the motorcycle development going," and so Nick has decided to stick with him.

Gary Semics and Steve Wise have signed for the Kawasaki motocross team, and Don Brown (who was injured last year) is on board to head Kawasaki's accessory division.

Astrodome Speedway to the 'World' side

By Bob Dickey

HOUSTON, TX., FEB. 2

The six top European speedway racers soundly defeated the top six Americans by a score of sixty-four to fourty-four in the first of a four-match team race series. Yamaha sponsored the Sunday race as they had the Gold Cup TT and Short Track. Of the twenty races and/or exhibitions held on the 440-yard Astrodome track, the Europeans won eleven. Ivan Mauger of New Zealand was the top individual rider with five wins. Mike Bast of California was the second highest individual with four wins, including a special match race with Mauger. ●

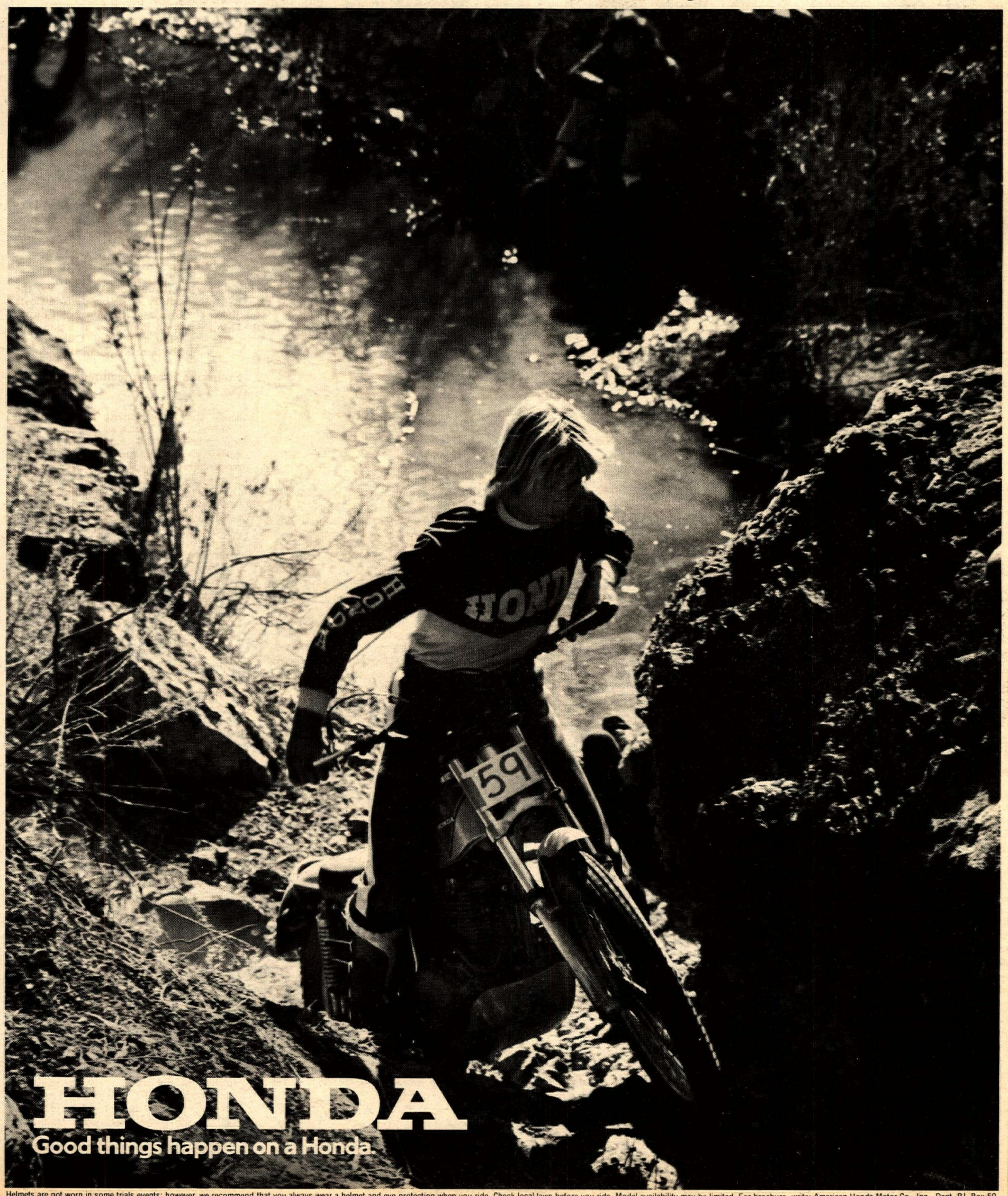
FIRST OUR FIRST TIME.

Honda put its new TL-250 and brand-new Honda Trials Team to the test at the British American Cup Trial in Patterson, California and made the grade. Creeping through crevices and nimbly picking their lines, Honda Team members and their specially prepared TL-250's cleaned section after section.

The results were impressive. On top at the expert class finish was Team Honda's Marland Whaley. Second and third went to Team Honda's Mark Eggar and George Smith. And they were all riding a works version of the very same bike soon to be on display at your Honda dealer's. The Honda TL-250.

First time out for Team Honda Trials. First debut of the Honda TL-250's. And first place for Marland Whaley.

Not bad for beginners.



HONDA

Good things happen on a Honda.

Helmets are not worn in some trials events; however, we recommend that you always wear a helmet and eye protection when you ride. Check local laws before you ride. Model availability may be limited. For brochure, write: American Honda Motor Co., Inc., Dept. PJ, Box 50, Gardena, Calif. 90247. See Yellow Pages for nearest dealer. © 1975 AHM.

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ON THE FRONT PAGE: A very mellow Ken Roberts, the frothy stuff and a cute friend after the Houston TT. Photo by Richard Creed.

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VOICES OF THE WEST

Kid, we feel for you . . .

I own a 100cc Taka by Rockford. I would like to know more about it but I have not seen any manuals on them at all. Do you think you could send me some specs on them? I would like to know more about my bike because I'm making it into a racer.

BOB GROW
Santa Clara, Calif.

Best we know is to write the importer, Rockford Motors, 1911 Harrison Avenue, Rockford, Illinois 61101, or find a manual on a Bridgestone. You sure you want to race that thing? . . . Editor

Why there won't be a Baker-to-Vegas race this year

In view of several legal problems facing the Bureau of Land Management, arising from a lawsuit brought by the Environmental Defense Fund and the Sierra Club, who jointly are attempting to block the BLM desert plan and make it virtually impossible to secure a permit for cross-country racing in the desert for some time, therefore Desert Racing Association's third running of the Baker-to-Vegas race originally scheduled for March 29, 1975 will not be run. It would take a great deal of time to explain the whole story and circumstances surrounding this decision but we feel some explanation is necessary so here it is in a nut shell.

Due to the importance of the work and the expense that went into preparing the Environmental Impact Statement for the Barstow-to-Vegas race, that E.I.S. at this time is much too valuable to jeopardize by staging another event before the findings from the study of the Barstow-to-Vegas race can be completed.

The Bureau set up some 25 environmental sampling plots on the course. The possibility of a new course or going around the study plots is out. The question now is, can this area be used for off-road racing? The breaking of any new ground is stictly a no-no until the study is completed.

As much as we the sanctioning and promoting Association of the event and you the participants would like to have Baker-to-Vegas, it could have a very adverse effect that might very well contribute to losing out for off-road racing in this area between California and Nevada from now on.

There is no guarantee, however, that we will continue to enjoy long point-to-point races from Barstow to Vegas and Baker to Vegas and all we can be assured of is that we are not compounding the injury and disturbing the area that is now in question.

Because the Bureau courageously voted in favor of issuing the permit for the Barstow-to-Vegas race, I feel that we should back them up at least by letting them complete their work, that at this point is the only thing that is going to keep us racing.

We are respecting the BLM's position and decision in this matter and hope for the sake of all cross-country racing buffs that they can come out on top. To do anything in opposition here would surely be suicidal. Although the Bureau and motorcyclists have not always seen eye to eye, in this particular situation the Bureau is not our enemy.

RONALD L. BURPO
Desert Racing Association
California City, Calif.

Ron's right — it's pretty much touch-and-go at the moment, for Barstow-to-Vegas and all races like it. We've got no choice but to wait, let the study be completed, and while we're waiting, write letters. To Congress, to the Secretary of the Interior, to the BLM, so that when the figures are in, the decision-makers will weigh the cost to us and to the economy against the cost to the lizards and snakes, and yes, the EDF, too . . . Editor

Steaming over frosty

. . . I found great disappointment in reading Ron Schneiders' story on the Frosty Cactus run. He made honest mistakes, like stating there were 10 checks when there were only nine; but failing to mention us "C" riders was a biggy.

He said, "Loop Two was for 'A' and 'B' riders." The "C" riders (over 16) were required to go both loops and there was no penalty for them on the first loop, either.

About Loop Two being for "A" and "B" riders only, that's almost true. I (as many "C" riders did) found much of the ride difficult. He said the only challenging part of the ride was a certain uphill. Not so. Not only the uphill, but the gorge shortly after the hill (which was a bottleneck when I got there), and where signs said "hard way" and "easy way," the easy way wasn't so easy.

I feel that since the majority (1400 at Frosty Cactus) are "C" riders, the family runs should be written/ridden by a "C" rider. This way us "C" riders can identify with him and his experiences.

The article wasn't a total loss . . . I agree that the excuses for not having finisher pins are getting old . . . Thank you for hearing me out.

M. LAPINS
Van Nuys, Calif.

Bitch! Bitch! Bitch!

The other evening I gave OCMC a jingle to find out why the Women's Division had to race with the men at their annual Great Bear Grand Prix. Their answer was some of the habitual crybaby ladies weren't happy with the GBGP tentative schedule and began to make demands so we ended up with what they felt like giving us. After such a big stink we're lucky to be on the bill at all. Women's Division racing is coming into its own but hasn't matured to the point where we can safely race on a G.P. course with the men. If any of the girls are hurt we can thank the Big Mouths. I'm sure a lot of men will get gypped out of their GBGP entry this year because of the extra women entries in their class.

I know a lot of lady racers and none of us were asked to give our opinion on this matter and it's too bad a few Big Mouths can ruin it for both male and female riders, but I can't really blame the OCMC.

Here's hoping that the men won't think that all of us women racers are so unreasonable.

I can already feel those knobbies going up my back.

GINGER EVANS
Desert Women's Division No. 6
Hesperia, Calif.

To hell with kindheartedness

To the guy who came into our club camp at the CRC Team Race January 19, I know your number and won't forget. You cost us a real fine finish position since you never returned my tire repair kit. My buddy and I both got flats, the club ran out of spare tubes, and I had the only repair kit. I thought all desert people were trustworthy, but you screwed it up and now nobody gets anything from me except for our club . . . See ya' later, *pit racer!*

TOM SWANSON
East/West MC
Anaheim, Calif.

Keep an eye on Ron

What a pleasure it is to see articles on ATA Trials events. I would like to thank you for your mention in the January 21 issue of Ron Doster. This young man rode his first trials on March 31, 1974 (SDTR Scottish, as a Novice). Since then he has ridden 12 more trials (four as a Novice, eight as an Amateur) and is two points away from Expert. Since his first trials, he has had nothing less than a fourth in class. I feel that to become an Expert in less than a year is something very few riders can accomplish . . .

PAUL E. DOSTER
A Happy Pappy
San Diego, Calif.

A bad situation

On January 19, I was a spectator at the NMA race at Indian Dunes. During one of the races, the water truck was backed across the track. Luckily, an alert bystander flagged the riders down and prevented an accident.

The standard procedure at this and other cycle parks seems to be simply to drive on the track and start watering (especially during practice). The riders come up behind the truck, pass on both sides, and keep on riding. No attempt is made to stop riders during watering.

Nobody seems to remember a few years ago at Baymare the water truck pulled onto the track and started watering; a young boy named White came over a rise, hit slick mud, went into the truck and died of head injuries.

Before something like this happens again, *all* parks should have a hard rule of completely evacuating the track before and during watering. Even if this takes two men to a water truck, this is cheap insurance.

BOB JAMES
Granada Hills, Calif.

Gary Davis Memorial

The Plonker Trials Club would like to thank Saddleback Park for their cooperation for the Gary Davis Memorial Trial. Donations also were given by Jeff Koskie—$10, Don Rehak—$4, and others who chose to remain anonymous.

SHERRY GREGOIRE
Garden Grove, Calif.

More notes of thanks

I would like to publicly express my appreciation to members of the Four Aces and especially to Rescue Three for the prompt and excellent care I received at the Moose Run after breaking my collar bone. Also to my good friend Tosh Konya, who gave up probably a good finish and a really bitchin' pin to attend to my injuries and bike. Sincere thanks to all of you.

ARNA C. DAVIS, JR.
Dirtfliers MC

A chance to down the helmet law

The National Committee on Uniform Traffic Ordinances, an arm of the Federal Department of Transportation, will meet on February 26 to discuss dropping the Federal mandatory helmet law standard nation wide. This is the statute, now a part of Federal law, which allows the D.O.T. to coerce states into adopting helmet laws by threatening to withhold highway funds.

They have solicited public comment. Bikers are urged to write individual letters to Executive Director Edward S. Keamey and National Chairman David M. Baldwin of the committee at 1776 Massachusetts Avenue, Suite 430, Washington, DC 20510.

In California, a helmet law protest rally drew up to 1700 riders in a peaceful procession that ended at the Rock Store near Los Angeles. A petition sign-in has been scheduled for Los Angeles' Griffith Park, the Merry-Go-Round area at 12 Noon February 9. The petition and all signatures collected will be forwarded to the D.O.T. committee.

Details of AMAteur MX nat'l. championship

The 1975 championship program will include qualification through AMA district-level events for a series of Regional run-offs. These run-offs will in turn qualify competitors for a single National Championship meet to be held at Baldwin, Kansas, October 12, 1975.

The Amateur Motocross National Championship program will be open to any amateur rider holding a valid AMA competition membership.

Competitors may advance from the district level to the regional run-offs in one of two ways:

1. In officially recognized AMA districts, the district organization shall designate its representatives.

2. In non-recognized districts, tabulations of point-paying AMA events will be used to determine which riders advance to regional compeition. These points will be compiled by the AMA staff from official 1975 referee reports received by July 6. *(Clubs, get those reports in! . . Editor)*

Nine regional run-offs will be held, three each in the Atlantic, Midwest and Pacific regions. Regional point standings determine the top 15 qualifiers in each region in each of three displacement classes: 125, 250 and Open.

Atlantic Regionals

August 24, 1975 – Morley's Motocross Park, Oneonta, New York.

August 31, 1975 – Lake Sugar Tree Raceway, Axton, Virginia.

September 7, 1975 – Trigg County Recreation Complex, Cadiz, Kentucky.

Midwest Regionals

August 16, 1975 (Night) – Indianapolis Raceway Park, Clermont, Indiana.

August 31, 1975 – Spring Creek Park, Millville, Minnesota.

September 14, 1975 – Effingham Motorcycle Club, Effingham, Illinois.

Pacific Regionals

August 24, 1975 – Richmond Ramblers Motorcycle Club, Richmond, California.

August 31, 1975 – Carlsbad Raceway, Carlsbad, California.

September 14, 1975 – Puyallup Raceway Park, Puyallup, Washington.

National Final

October 12, 1975 – Wheelsports Motorcycle Club, Baldwin, Kansas. ●

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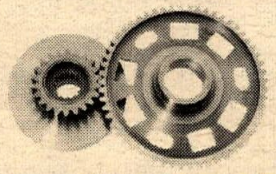

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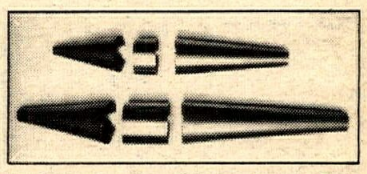

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Sacramento, CA 95826

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J-Mac Motorcycle
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714-525-7606

Goodyear is Carroll Shelby
213-538-2914

New Honda 4-cylinder automatic

Except for having too many wheels, the 1975 model Honda CVCC (shown here in road racing trim) is a pretty nifty motorcycle. Equipped standard with three doors, six windows, roof and floor, it is fully faired for comfort. Five-speed manual or automatic transmission is offered. (Note: the throttle sticks on the automatic, as part of the emission control system. Spooky!) Four-cylinder in-line, 1500cc engine has 12 valves, drives front wheels and gives the best gas mileage of any new car (29.6 to 31.3 miles per glug) as well as being the cleanest smog-fighter on wheels. The new model is available now at many Honda dealers.

Prescription MX goggles

What you see here is the first *true motocross* prescription goggle, now available from CMS Products Co.

Tempered, impact resistant lenses are ground to your prescription and mounted in the Uvex racing star goggle. All work is performed by an experienced and licensed optician. The CMS goggle comes with clear lenses or with photo gray lenses. (The photo gray lenses will develop a slight tint when exposed to bright sunlight, and return to clear again on cloudy days.)

Price: Clear lenses $54.95
Photo gray lenses $59.95

There is no sales tax on prescription goggles and CMS will pay the shipping charges.

How to order

Get your prescription from your ophthalmologist or optometrist and mail it, with a cashier's check or money order, directly to CMS Products, Inc., 2134 Old Middlefield Way, Mt. View, CA 94043. No C.O.D. orders please. The prescription *must* include the distance between pupils (P.D.). CMS will ship within 10 days after the receipt of your order.

Opinion

Round about with the AFM—a saga of sorts

It may sound like I'm down on the AFM, but I'm not. I am just down on the people who say they are running it. I have been a member of AFM in Sacramento since 1971, and had lots of good times racing and socializing.

Until this year, San Francisco and Sacramento had relatively few members compared with Los Angeles. This year at the beginning of the season, the two northern chapters formed a race committee to coordinate races, made up of the national rep, president, and member-at-large from each chapter. Money was pooled and organization was under way, we thought.

Things began to smell a little when the S.F. man handling the finances failed to give accurate and written accounts at committee meetings (something that had been agreed upon and was written into the pact from the start).

In trying to steer the drifting ship of the race committee back on course, the Sacramento chapter was thrown overboard for making waves. The man with his fingers in the till and others "in charge" held a national meeting with entities from the south and charged the Sacramento chapter with mishandling funds, among other things. The Sacramento chapter charter was declared revoked to eliminate the burr under their saddle. The Sacramento members were notified that they were now under San Francisco jurisdiction and could attend chapter meetings at the Rose and Thistle bar in San Francisco.

At the next meeting of the S.F. chapter, even though some of us had to travel over 125 miles, we collected members and proxies to overpower some of "those in charge," exposing the real misappropration of funds to quite a number of S.F. members who had not been informed of what was happening for months.

Things kind of slacked off for awhile with ex-Sacramento members kicking back and watching Bay Area members scramble for volunteers to man the turns and such. It's kind of sad to think that before this there had been over 40 track workers from Sacramento organized by a woman who was determined to serve, but driven from her post by the veto man from S.F. who changes things at the wink of an eye. Pat Howell deserves more recognition for her efforts, but she has disappeared like so many other enthusiastic people.

The latest fiasco is the election that our area members sent a delegate to with proxies. It seems the proxies would only be accepted if they were cast for a certain nominee. Our delegate replied "no way," and those in charge decided to vote by mail ballots to try to be more fair. They said that some new nominees had been added and accepting the proxies would not be fair to them. I received my ballot and didn't see one new name, and there was no place to cast a vote for president of the chapter.

Our tormentors also threaten us with elimination of proxy votes for next season. We would have to hop a freight for the coast in order to cast a ballot. Bunk!

I'm not trying to down the AFM. I really dig road racing and realize that I, like countless others, would not be addicted to it as we are without the AFM. I'm only trying to insert the proverbial bee in the bonnet. Trying to deal with those in charge does very little most of the time, so one has to do the next best thing.

In the meantime, "Roundabout and roundabout I go." Twist those grips and scrape those toes.

Garnet (Buzzer) Lewis

The views expressed in this column and other columns appearing on the following pages are solely those of the authors and do not necessarily reflect the official position of Cycle News West or Cycle News, Inc.

Win transfer pts. & learn AMA racing at Ascot

AMA has selected Ascot Park in Gardena, California to test a newly-created program that will mix amateurs and licensed professional Novice and Junior dirt track racers into one group.

The major item is that for the first time licensed AMA professional Novice and Junior riders can score advancement points towards Junior and Expert while racing in an amateur sanctioned event for trophies.

Western Region Referee, Chub Kellam, voted "Referee of the Year" the past three seasons by the riders, has been named as the chief official for this one-year pilot program that could go nationwide in 1976 if it proves successful.

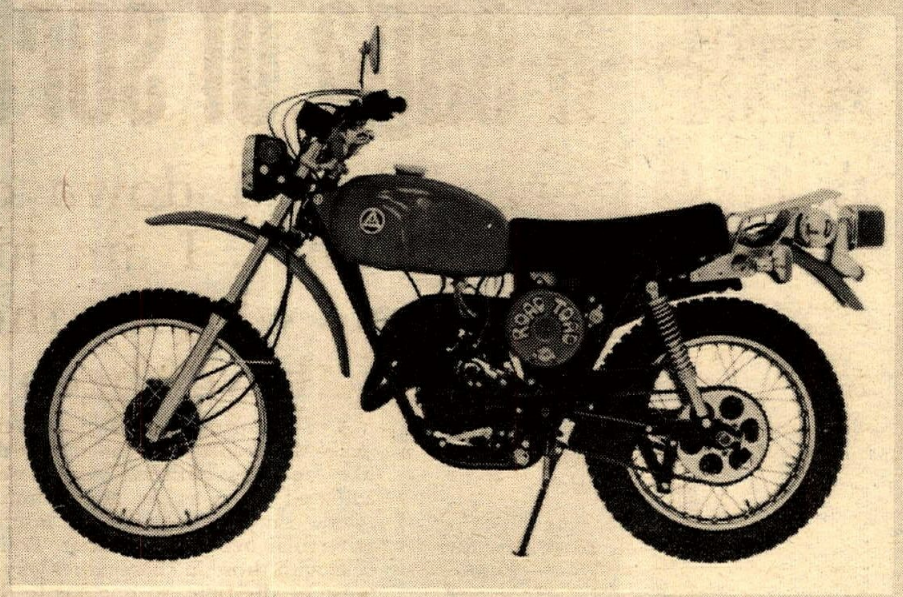
The new show will kickoff on Friday night, February 14th and run weekly under the lights until late next fall. The show will switch from Friday to another night when the regular AMA pro half-mile season starts on the first Friday night in April. During the season the events will run on Ascot's quarter-mile, half-mile and T.T. tracks.

The test program includes three classes: Mini-cycle, 125cc, and 250/360. Riders under the age of 14 are allowed in the Mini class. Any age can ride in the 125 class, but cannot hold an AMA professional license. The 250/360 class is for any age and for both amateur and licensed Novice and Junior riders. No AMA licensed Expert is allowed to enter.

Semi-pro, money-paying events will also be run during the season, paying dollars in addition to trophies under the current AMA semi-professional rules.

Riders and tuners wanting advance information are urged to contact Ascot Park during the daytime at (213) 321-1610. Evenings, after 6 p.m., (213) 676-8124 or (213) 532-6363. First race is February 14th on the quarter-mile. ●

Are you ready for this?



A *green* Hodaka called "Road Toad" – basically an updated version of the old 100B with all the gadgetry needed to be 1975 street legal. It features a VM26 carburetor, Nitto trials rubber on 19 inch front and 17 inch rear rims. Conical MX hubs, too. Super boingo Japanese shocks, natch, and the traditional Hodaka tool can is lodged under the luggage rack. Color? Why, "Toad Green," of course! Don't tell Pabatco we said so, but it will probably give you warts.

From the ridiculous to the sublime

Also street legal is the ISDT Laverda 250, a pricey spicy meatball that will be brought over in *very* limited quanitites starting this year. An apparently serious effort for the enduro/two day trial market, you're looking at a dual plug head (pointless fire by Bosch), lots of magnesium, an enclosed chain, and Ceriani suspension at both ends. Claimed dry weight is 230 pounds. A patented steering head allows adjustable rake. Hey, Signorina, how's about steppin' out with ol' Papa Wealey after the shows are over? Ciao.

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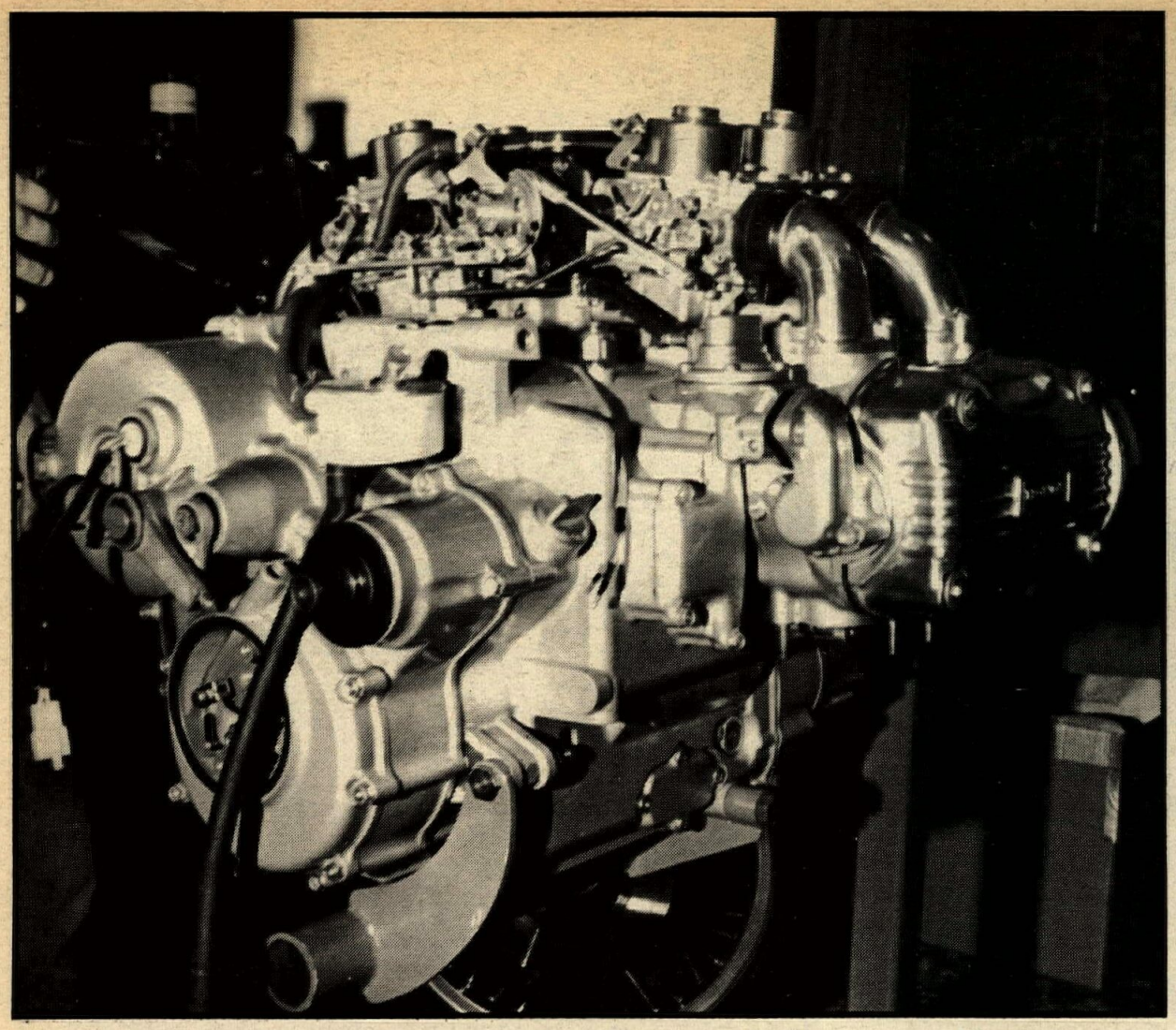
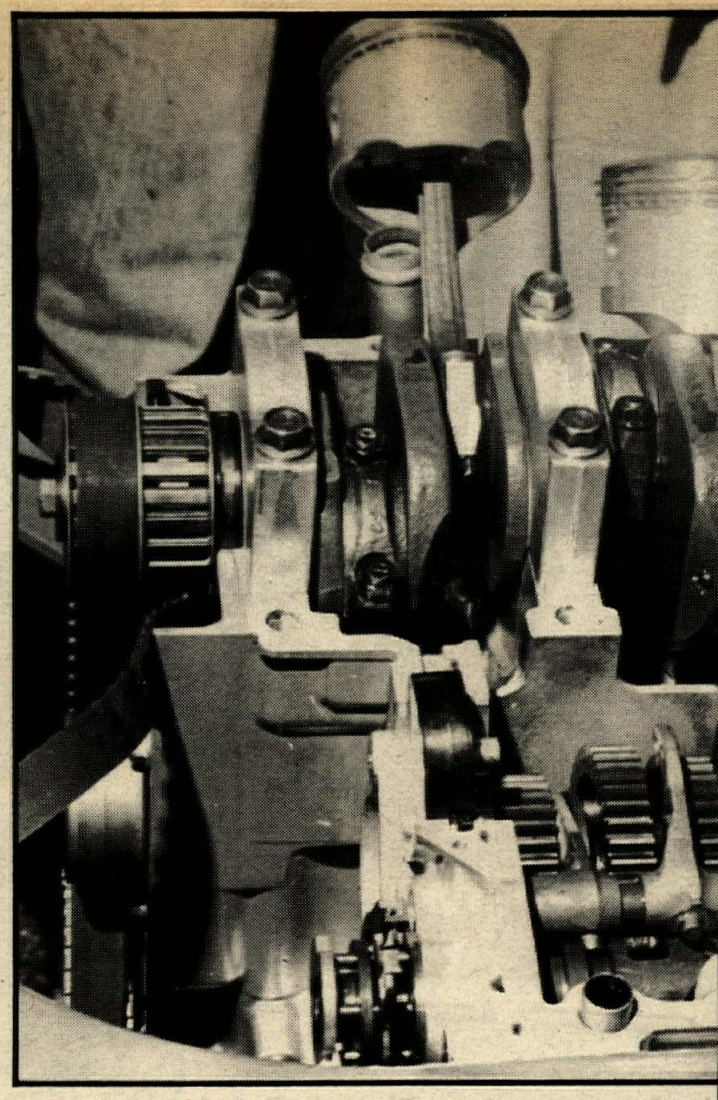


The whole 212 pound thing. Only the heads can be removed with the engine in the bike. Viewing from the rear, you see: clutch housing, lower center; power output shaft, upper right; alternator upper left inside rear cover.



With the left case half carried away, everything else sits under the automotive-type bearing housings. In fact, a car mechanic would

Honda re-invents the two whe

GL-1000 Service School

By Lane Campbell

"There are two easy jobs on this engine," the man is saying, "Tuning it and doing a valve job." With about 30 Honda Service Technicians (you don't dare call them mechanics any more) and a few other journalists, we're sitting in on a one day high-intensity service school on Honda's flagship GL 1000. As we listen, we realize that the CB 750, that technological starburst of 1968, is almost old hat now, and even simple compared to what's in front of us.

The GL 1000 has two wheels, but from the service department's standpoint, it's an automobile. To remove the engine, one must remove the lower left frame rail and the radiator, then after an appropriate series of maneuvers, trundle the unit out to the left, resting on a transmission jack or something with similar heft. The GL 1000 power unit weighs 212 pounds, out of the frame.

Two Gilmer-type timing belts drive the overhead cams, one for each bank. The belts are the same part number as the cam drive belt on the Honda CVCC car. (Now doesn't *that* give you a portent for the future?)

The four carbs come off as a unit with their air box, and can be left hanging in the frame when the engine is pulled. Fuel passages to the individual carbs are cast into the alloy air box. The fuel comes from an automotive-type pump driven off the rear of the right cam.

The carbs are constant-velocity Keihins which can be synchronized with standard CB 750 shop equipment in a simple three-step procedure. It's essentially quicker than tuning the 750. Dual ignition points are driven off the rear of the left cam and are set by timing marks on the flywheel as seen through a viewing plug in the crankcase.

Once the heads are off, any further delving into the engine requires splitting the cases, as the water-jacketed cylinder blocks are cast in unit with the crankcase-halves, car style. This is less hairy than you'd think, provided you've got a proper engine stand. The front case cover comes off to reveal the shift linkage, which is disconnected across the case parting line. The water pump (which is driven off the same shaft as the two oil pumps) comes away with the front cover (which also carries cast-in oil passages to and from the oil filter.)

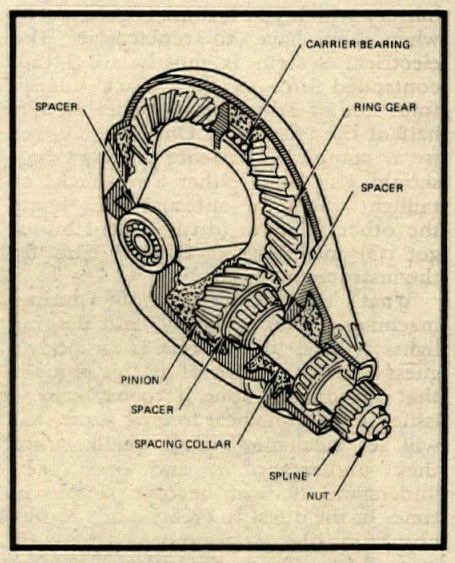
The rear cover comes off to reveal the clutch, primary drive (Hy-Vo chain), and the alternator, which is heavily weighted and turns counter to the crankshaft to help cancel the typical shaft-drive torque reaction. The rear cover carries away with it the alternator field coils, drive shaft bearing, and kickstarter ratchet. Yes, there's an "emergency" kickstarter (carried inside the false tank) which connects to the rear of the engine, BMW-style.

PHOTOS BY LANE CAMPBELL

That nine pound alternator (weighted to counteract crankshaft inertia) comes away with the left case half. Dangling chain below alternator is to starter motor, which must come off to get at three case bolts.

Now for the *piece de resistance*, as it were. With all the peripherals removed, and all the case bolts out, the left case-half comes away with a few taps (carrying oil pumps and alternator with it), leaving the engine innards inside the right case. The crank rides inside automotive-style bearing blocks with plain bearings, while the transmission shafts (which are almost pure CB 750) ride in the normal rolling-element bearings.

Inside, the marvels never cease. The alternator drive is a special two-piece gear, actually two separate gears pancaked together and held at a few-thousandths inch offset by a rubber-damped cushdrive. This eliminates backlash and gear howl.



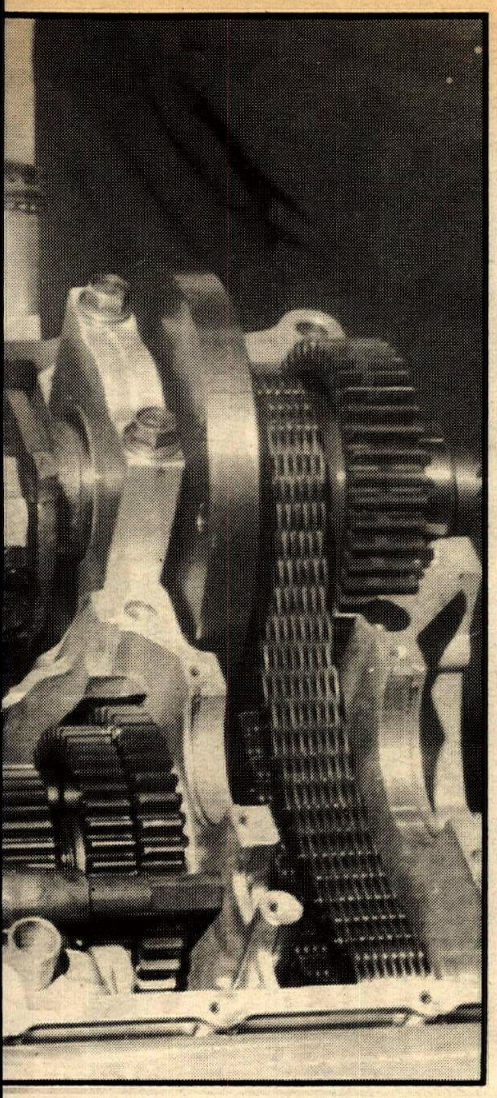
The drive unit. Carrier bearing has special seal and retainer nut, and is especially sensitive to pre-load.

There are shock-absorbing devices at both ends of the drive shaft, which rides inside the right member of the swingarm.

The rear drive is basically a car-type hypoid gearset with no differential gears to worry about. Assembly is a matter of careful shimming and precise pre-loading of two sets of bearings to get proper tooth contact – a whole new trip for your garden-variety cycle wrench.

The engine coolant is a water-glycol mix, circulated by a centrifugal pump with a Bakelite impeller. There's a plastic coolant recovery tank which sits half-full when the system is cool. To check coolant level, you look at the tank – *don't* remove the radiator cap! If you do, and the system is hot, you'll get the boiling contents of the recovery tank blown all over you at about 14 psi.

The GL 1000 has an 18 amp-hour



ghts. One piece two-plane crank rides in el right at home in there.

eled car

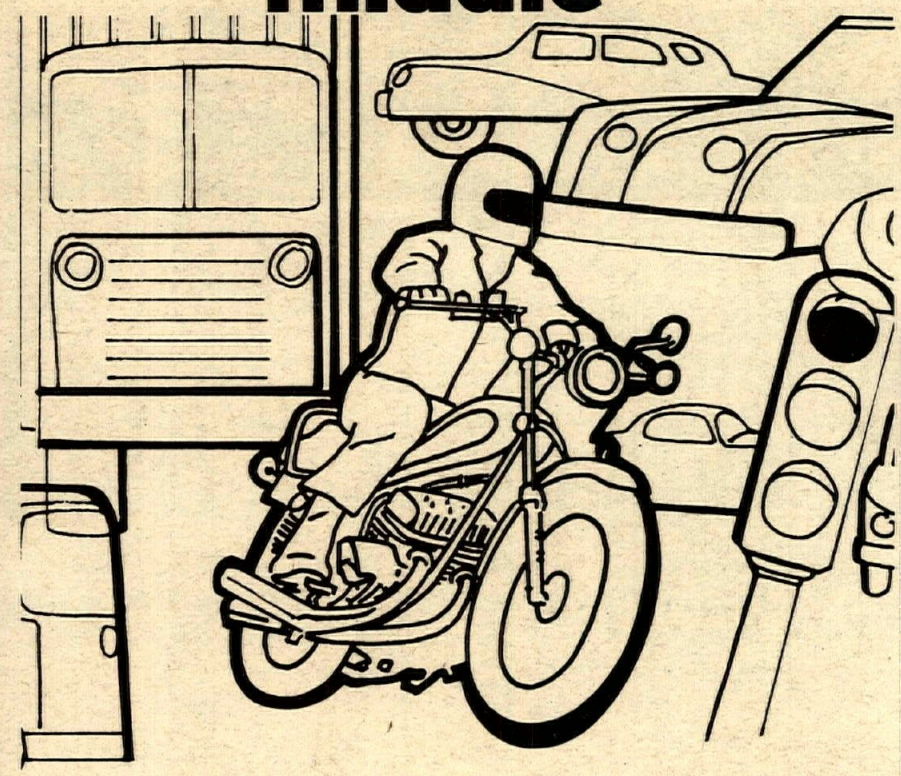
battery which you'll think is gold plated when you have to replace it. The electrical system is mostly solid-state controlled with all the "black boxes" (plus lots of other colors) under the left half of the false tank. One of the boxes is a complex "fail-safe" relay that, should you blow either a headlight or taillight filament, automatically lights the other filament (dual-element bulbs, got it?) and lights a "failure" lamp on the instrument panel.

What this collection of whirling machinery, trick gadgetry, and flashing lights will be like to ride is anybody's guess. All we're sure of at this point is that Honda has done it to us again — issued a technological *tour de force* that will set mechanics' minds reeling until they understand it, and once they understand it, will become simple in time. In the quest to create a big. stable, comfortable, nearly fail-safe motorcycle, Honda has come as close as anybody to creating the two wheeled car. Maybe that's exactly what America wants. Time will tell. •

Specifications

Bore x Stroke	72 x 61.4mm
Displacement	999cc
Compression Ratio	9.2:1
Valve dia., Int./Exh.	37/32mm
Valve clearance	0.1mm cold int/exh
Valve timing	I/O 5 deg. BTDC I/C 50 deg. ABDC E/O 50 deg. BBDC E/C 5 deg. ATDC
Firing order	1, 3, 2, 4
Steering rake	27 deg.
Steering trail	4.5 in.
Tire Size Front	3.50 x 19
Rear	4.50 x 17
Wheelbase	60.6 in.
Dry weight	584 lb.
Fuel capacity	5 gal. inc. 0.8 gal. reserve
Coolant capacity	3.4 Qt.
Thermostat setting	176 — 182 deg.
"Fan On" setting	210 deg.

you're in the middle



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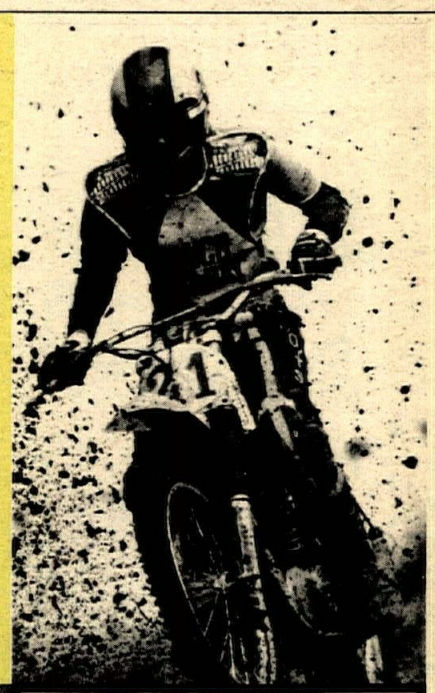

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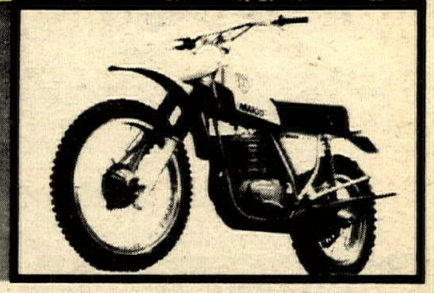

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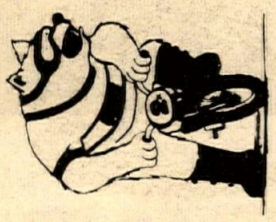

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Club ____ Eng. Size ____ Make Bike ____ AMA# ____ Expries ____

THE UNDERSIGNED ENTRANT BY AFFIXING HIS INITIALS BELOW, ACKNOWLEDGES THAT HE ASSUMES THE RISK OF ANY LOSS FROM INJURY OR PROPERTY DAMAGE TO HIMSELF OR TO OTHERS, DUE TO HIS PARTICIPATION IN THIS EVENT AND HE HEREWITH SPECIFICALLY HOLDS HARMLESS FROM ANY SAID LOSS THE AMERICAN MOTORCYCLE ASSOCIATION, SPORTS COMMITTEE, DISTRICT 37 AMA, INC., THE SPONSORING CLUB OR ORGANIZATION, AND THE OWNERS OF THE REAL PROPERTY ON WHICH SAID EVENT SHALL TAKE PLACE.

(entrant's and/or parent's initials) ____

The undersigned does hereby certify that he is a duly qualified (Circle One) Junior/Expert/Novice class motorcycle rider having been so qualified by a competent organization.

It is further understood and agreed that in the event I am injured from whatsoever cause during the event covered by this application, I herewith consent to and authorize first aid and ambulance service as provided by the sponsoring club or property owner, and further hold all parties harmless from any consequences of said aid.

Under the rules and sanctions of the American Motorcycle Association, I hereby agree to conform and comply with the rules governing this contest.

Signature of entrant ____ Date ____ 19 ____

If entrant is under 18 and does not have a current District 37 Card indicating notarized consent is on file, Parent or Guardian must sign here acknowledging his or her notarized consent to the terms of entry. ____

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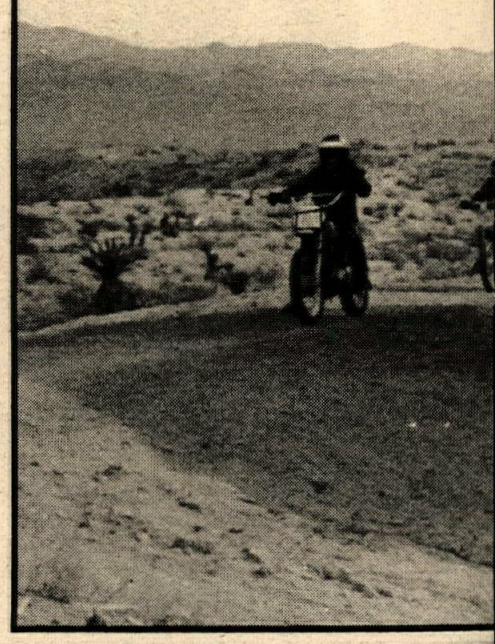


By Ron Schneiders

LUCERNE VALLEY, CAL., FEB. 2

"We've got to get them back!" Earl Wilson of the Prospectors was referring to the young riders and the "C" riders who have in the past year been deserting the District enduros in favor of the family enduros of the private promoters. His statement not only echos the sentiments of the District leaders but could also serve as the theme for at least the first half of the Goldrush enduro. The word that the District clubs are again interested in beginners must have spread because the Prospectors received over 500 entries, more than double the number who signed up for District enduros last fall.

While the Prospectors intended to entice "C" riders to their event by giving them a ridable first loop, they had no intention of coddling the beginners. The "C" loop was 45 miles long which is as long as both loops of some of the family runs. While certainly ridable the loop was not a baby course. Less than three miles from the start, the trail went up a sort of sand wash that was badly whoop-de-doo'd and consisted of fairly coarse sand. Lots of power and skill was needed, whether you were going fast and trying to stay on the crests of the whoops or going slow and trying to keep going in a straight line.

The first loop started from the Camp Area on Camp Rock Road and went in a westerly direction over as far as Black Rock Mine Road before swinging north toward the West Ord Mountains. On the far side of Black Rock Road, about ten miles out, the "C" riders encountered the only major obstacles of the course, a series of three loose rocky hills which got pretty torn up before many riders had passed. Some of the kids who rode the course, (the ones in the ten-year-old range) needed help to get over, and the Dads who had to scramble up themselves and then walk Junior's minibike over, got a bit of a workout. But everyone seemed to make it, even a dude from one of the monthlies who was dolled up in full length peacock-hued leathers, a Bell Star helmet and face shield. I think he was testing a bike on Ontario Speedway and missed a turn.

While everyone agreed with the idea of a ridable first loop, there was a good deal of disagreement about the wisdom

Revival of the district run

of the Prospectors' choice of speed averages which were set very, very low. The hill section, for instance, was set at 12 mph which was tortuously slow for the better riders. Some who were dressed for hard-work riding damn near froze to death.

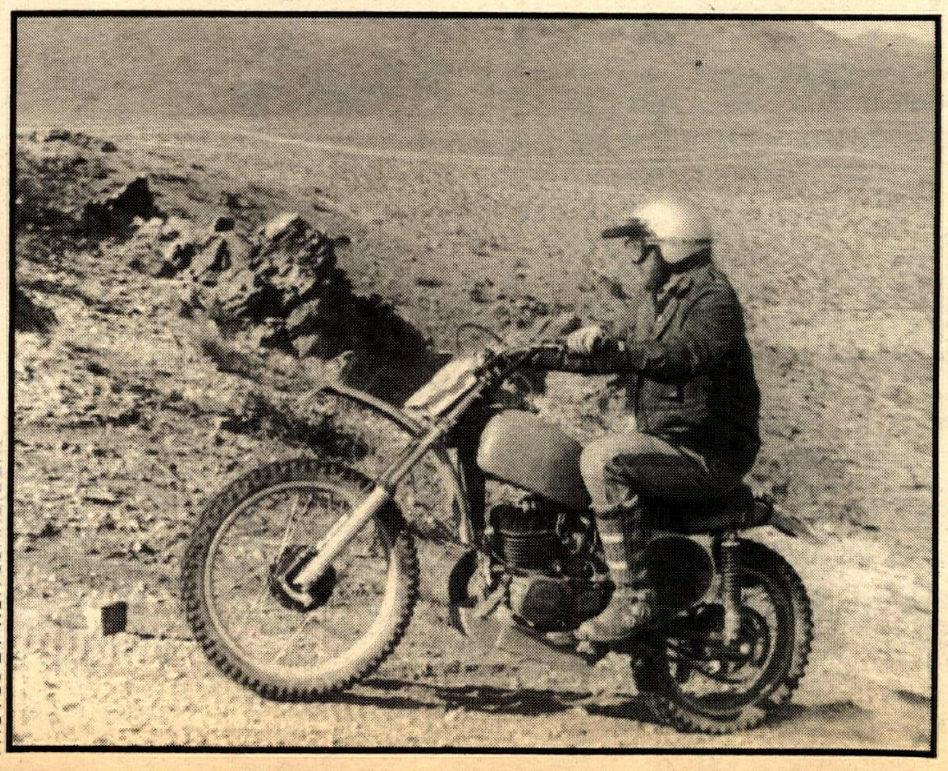
One consequence of ultra-slow schedules is that the time-keeping and layout must be ultra precise. At 12 mph a difference of 0.2 miles is equal to one minute. The Bultaco team protested the check in that section as being one tenth of a mile off. The Prospectors, who were equally aware of the importance of the small errors, accepted the protest and the $10 fee and agreed to take a member of the Bultaco team out and show him that the mileage was right. "Then," one of them said gleefully, "We're going to spend your money!" When you get the results you'll find out who was right.

The second loop was both tougher and faster than the first. Very few "B" riders could keep the schedule and in the 24 mph section, even most of the "A" riders got behind. The loop went in an easterly direction and got over almost as far as Bessemer Mine Road. The highlight of the loop was a spectacular down hill, of the no-changing-your-mind-after-you-start type. But that was only one feature of what most riders agreed was a pretty challenging loop. After struggling to the top of the last hill, one rider commented, "Whew! I thought it was never going to end." With the "C" riders only going one loop, the finishing rate was very high (in excess of 75%), which the Prospectors regarded as a mixed blessing. They were giving away very classy finishing pins. In fact "finishing pin". is almost inadequate. These should be called "completion medallions" or something similar ("Cost us $1.25 apiece and we had to give away almost 500 of them!" Earl Wilson cried).

There was general agreement that this was a very good run and probably the best District run in some months. It was very well marked (in fact there wasn't a single person who told me he got lost) for the first time in several years. There were 12 checks which on an 80-mile run works out to a check about every six and one half miles. Even so, there were some very low scores. Depending on the fate of Check "B" there may be as many as four zero scores, two of which were collected by Mike Hannon and Dave Ekins. The official results will be available in about two weeks. ●

It looked like trials rider territory in spots.

Then there was this easy sit-down stuff . . .



PHOTOS BY RON SCHNEIDERS

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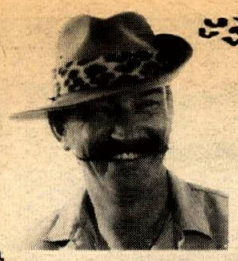

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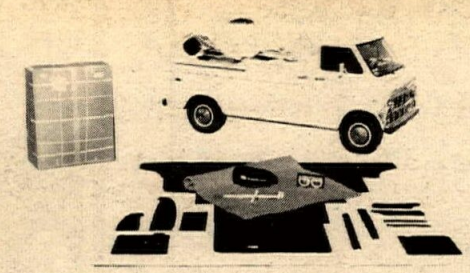

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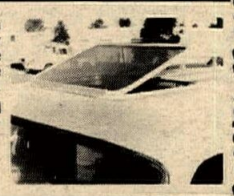

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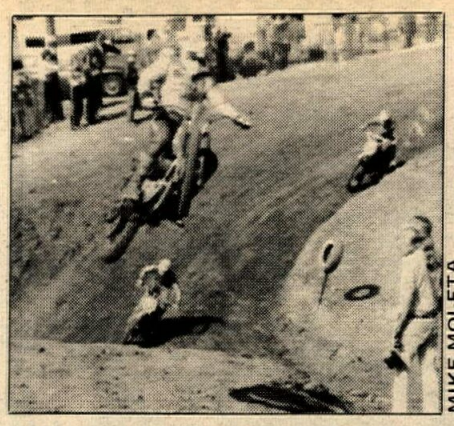


MIKE MOLETA

Rocket Rex had time to play showboat in the 250 Pro qualifying motos.

Croft devastating CMC; wins two more

By John Bethea

ORANGE, CAL., FEB. 2

Five times in the past two weeks Champs Marty Smith (125), Gary Jones (250) and Jimmy Weinert (500) have tested Tommy Croft and in each case they came up on the short end. Four classes, four overall wins, eight moto victories, including the 125 and 250cc Pro today as 3,500 fans came out to witness CMC's final in a $3,300 series.

There were classic matchups throughout the day, highlighted by two outstanding ones: Weinert and Rex Staten in the first 500cc and Croft, Staten and Gaylon Mosier in the "winner take all" 250cc Final. That's right, Final. A total of 47 pros had signed up for this class forcing two rounds of qualifications.

The Final was the last race of the day, lighted by a muffled sun hiding behind dark gray clouds near sunset. Nearly 2500 fans had braved the bitter cold and had stuck it out to watch the first confrontation between Croft and Staten this year.

At the top of Banzai Hill it was Croft hugging the lead but at the bottom Staten had drifted wide and zeroed in. Back and forth it went with Croft finally emerging as the thin leader. For eight laps they stayed two to four bike lengths apart in every corner. And closing all the while was Mosier on the Wheelsmith Maico. In three different laps the gap between Croft in first and Mosier in third was no more than two seconds. Suddenly, with only two laps left, Staten ganged into the bushes for the second time in the day and dropped to third, well off the pace.

Then came Mosier, making the final dash which left him only 10 yards behind Croft at the checkered. Meanwhile, Kenny Zahrt (Bul), Grafton and Weinert had been staging their own fight for fourth. That was spoiled on the final tour when Weinert came up with problems and lost all his hard-earned positioning. Zahrt took fourth and Grafton fifth.

That 500cc showdown in moto one with Staten and Weinert? It began to look like a rout when Staten built a five second lead midway in the race. Suddenly, Weinert's driving through the pack began to pay off, and he began to close in . . . half a second one lap, half a second another. When he could smell Staten's exhaust, he really turned on the wick, but Staten knew he was coming. Finally, with less than 30 yards separating them, and on the uphill heading for Banzai, Staten led to his left, burned around and with his left hand began to gesture for Weinert to "Come on, come on."

This may have angered Weinert because he did and in the final turn, with the checkered waving in the air, Weinert cut underneath and pulled alongside Staten, less than five feet from the end. They banged together and Weinert, on the inside, didn't have the needed room to maneuver and went down. Later, there was reported to be heated words between both racing camps.

Weinert got his revenge, however, in the last moto. Staten whacked the brush midway through and had to retire for about five laps and in the meantime Weinert was cruising with Jim West (Mai) riding a distant cleanup. It earned Jimmy his first first-place paycheck on the Yamaha and it also gave West second billing at the finish. Gary Semics, riding with the Kawasaki colors for the first time, drew third overall based upon a final moto third.

With Marty Smith absent, the 125cc Pro was Croft's uncontested. ●

Results

MINI EX: 1. Ron Utaski (HG). 2. Lance Sloan (Yam). 3. Mark Richardson (Gem).
MINI JRS: 1. Johnny Duenas (Hon). 2. Gary Tomlin (Hon). 3. Willie Zamora (Hon).
100 JRS: 1. Corki Moore (Suz). 2. Mike Musson (Hon). 3. Tony Gomez (Yam).
125 JRS DIV I: 1. Joe Gregorio (Hon). 2. Jeffrey Voss (Hon). 3. Mike Loper (Hon).
125 JRS DIV II: 1. Greg Gannon (Hon). 2. Jon Lewey (Hon). 3. John Grise (Hon).
125 JRS DIV III: 1. Jeff Lewey (Hon). 2. David Gerig (CRT). 3. Mike Raines (Hon).
250 JRS DIV I: 1. Richard Anderson (Oss). 2. Mike Harms (Hon). 3. Bob Winters (Yam).
250 JRS DIV II: 1. Luc De Ley (CZ). 2. Dennis Brown (Yam). 3. Jerry Wolfinbarger (Yam).
500 JRS: 1. Craig Robertson (Mai). 2. Steve Stasiefski (Mai). 3. Henry Osborne (CZ).
125 INT DIV I: 1. Alan Smith (Hon). 2. Tom Settle (Hon). 3. Dave Burgess (Hon).
125 INT DIV II: 1. Dave Maas (Hon). 2. Steve Bartley (Hon). 3. Rob Zamora (Hon).
250 INT DIV I: 1. Mike McClung (Yam). 2. Dana Slater (DMG). 3. Joe Bonnello (Bul).
250 INT DIV II: 1. Mike Ward (Hon). 2. Aaron Bassett (Mai). 3. Rick Asch (Mai).
500 INT: 1. John Dickenson (Mai). 2. Mike Flanagan (Yam). 3. Lynn Vick (CZ). 125 PROS: 1. Tommy Croft (Hon). 2. Ray Lopez (Hon). 3. Warren Reid (Hon).
250 PROS FINAL: 1. Tommy Croft (Hon). 2. Gaylon Mosier (Mai). 3. Rex Staten (Mai).
500 PROS: 1. Jim Weinert (Yam). 2. Jim West (Mai). 3. Gary Semics (Kaw).

Nighttime groove

By John Bethea

IRWINDALE, CAL., JAN. 31

Two sweeps and one near-sweep measured up as the program was threatened by rain.

Getting into old grooves were "Jumpin' Joe" Johnston (who isn't leapin' like he used to, or should we say less occasionally) and Jeff Vidic, both racing Maicos. Both riders took all three rounds with Vidic collecting his cash in the 250s while Johnston his in the 500s.

Vidic's ace was the easiest as 250 runnerup Will Harper claimed his honors with a 4-2-3 roundup of points, whereas Joe had to battle with Bill Rubly, the current CMC points leader, in all three 500 motos, Rubly taking second each time.

Tim Lunde racked up the 125cc Pros and did it by taking the first two races then, being unpressured, relaxed to enjoy the ride for a third in the final for a two-point overall margin against Ray Lopez. Dave Taylor, still nursing a few bruises from spills two weekends earlier, won the final after yet another crash in the second moto which left him ninth. Taylor wound up third overall. ●

Results

MINI EX: 1. Ricky Simmons (Hon). 2. Bill Fancher (Hon). 3. Jim Hall (Yam).
MINI JRS DIV I: 1. Andy Guth (Hon). 2. Jeff Dye (HG). 3. Kenny Aplanalp (Hon).
MINI JRS DIV II: 1. Eddie Glover (Hon). 2. Geoff Brooks (Hon). 3. Mike Palumbo (Hon).
100 JRS: 1. Barry Knight (Hon). 2. David Meloy (Yam). 3. Jeff Berry (Yam).
125 JRS DIV I: 1. Bob Brammer (Yam). 2. Ed Marshall (Hon). 3. Ernie Ruiz (Yam).
125 JRS DIV II: 1. Greg Rodriguez (Hon). 2. Doug Heit (Hon). 3. Joe Gregorio (Hon).
125 JRS DIV III: 1. Jim Lowe (Car). 2. Billy Koemans (Hon). 3. Steve Wagner (Hon).
250 JRS: 1. Morris Mena (Hon). 2. Jeff Hulecki (Yam). 3. Roy Holsheimer (Mai).
500 JRS: 1. Henry Osborne (CZ). 2. Craig Robertson (Mai). 3. Ed Miller (Hus).
125 INT: 1. Mark Lawrence (Yam). 2. Lance Bryson (Hon). 3. Doug Anderson (Hon).
250 INT: 1. Larry Lutz (Hon). 2. Ernie Roberts (Yam). 3. George Snyder (Suz).
500 INT: 1. Cliff Hicks (Suz). 2. Brian Armstrong (Mai). 3. David Taylor (Hon).
125 PROS: 1. Tim Lunde (FMF). 2. Ray Lopez (CHI). 3. David Taylor (Hon).
250 PROS: 1. Jeff Vidic (Mai). 2. Will Harper (CZ). 3. Val Tamietti (Mai).
500 PROS: 1. Joe Johnston (Mai). 2. Bill Rubly (Mai). 3. Jeff Jennings (CZ).

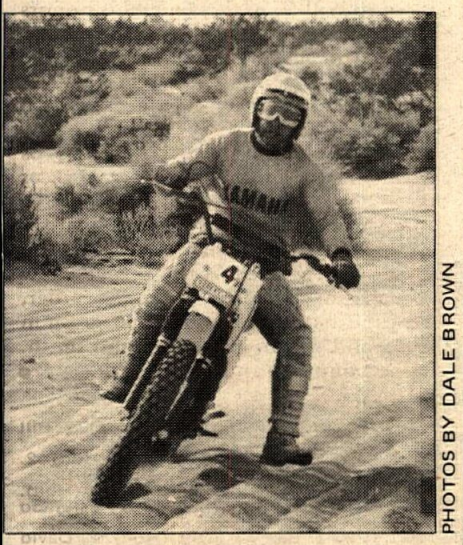
Mr. and Mrs. Kevin Hasten.

Hasten's Honeymoon heist

By Dale Brown

ADELANTO, CAL., FEB. 2
A Saturday wedding was followed by a Sunday win, as Kevin Hasten romped to first Overall in DRA's "Hasten's Honemyoon" Hare 'n Hound.

Hasten, who rides a 400 CZ out of Coast Moto Cycle, took the lead from Benny Padilla (250 Yam) just after the smokebomb and held it for the rest of the 60-mile event, finishing with about a two-minute lead. Hasten's bike might be the fastest thing in the Mojave right now, with a 19-tooth countershaft sprocket (stock is 14) and a five-speed transmission (four is stock).



PHOTOS BY DALE BROWN

Jim Irby doing fine with his 400 Monoshock through a sandwash on his way to fourth Overall.

Padilla came up with a flat rear tire around the time Hasten went past, and backed off just a bit. Dave Lapraik (250 Yam) was one of the front-runners, but his bike suffered mechanical gremlins on the first loop. Ron Wright (400 Yam) took up second position and held it through the pits, but retired with mechanical problems shortly thereafter.

Bob Balentine (250 Hus) and Rick Shirey (360 Yam) hit the smokebomb travelling together in around 10th place. They both moved up, and through the pits, Shirey was in third with Balentine in fourth. Balentine got by in the pits, took up second on Wright's demise and held it to the checkered flag.

Jim Irby (400 Yam), coming through on the first loop behind Padilla in fifth, powered past to take fourth. Morgan Malocco (360 Yam) decided he didn't like the way his 500 was running and decided to put a 360 engine in the frame – on race day! He was running in sixth, and it did his heart good to finally pass Padilla on the second loop. Then Padilla, flat tire and all, passed him back. They diced for much of the second loop until Malocco finally went ahead to stay on a rocky downhill.

"The Old College Try Award" goes to George Erl (250 Yam). While the banner was dropping, the genial proprietor of California Cycle Center was rummaging through his van for replacement seat bolts. After running down Ron Burpo and getting his number recorded, he set off after the pack. By the end of the race, he had worked his way up to 42nd Overall, fifth 250 Amateur.

Overall Beginner winner Gary Battaglia (360 Yam) had a huge lead at the bomb. He stretched it out enough to be able to stop once on the first loop to extract a broken motor mount bolt and three times on the second loop to remount his chain and still win with ease. Jess McIntosh (360 Yam) and Tom McBride (175 Yam) were runners-up.

In contrast to the choppy first loop, most riders raved about the second loop. It was composed of some winding sandwash, fireroad and a nice up and down trip through the mountains, emerging about 200 yards from Highway 395 before heading back to the finish. •

Results

OPEN EX: 1. Kevin Hastin (CZ). 2. Rick Shirey (Yam). 3. Jim Irby (Yam).
OPEN AM: 1. Don Rotundo (Hus). 2. Robert Sands (Hus). 3. Bill Atcheson (Hus).
OPEN NOV: 1. Chris Kallen (Yam). 2. Dave Wood (Yam). 3. Barry Golstein (Yam).
OPEN BEG: 1. Gary Battaglia (Yam). 2. Jess McIntosh (Yam). 3. Bob Bell (Tri).
250 EX: 1. Bob Balentine (Hus). 2. Benny Padilla (Yam). 3. Pat Jones (Bul).
250 AM: 1. Dennis Tipton (Bul). 2. Ron Dugan (Hus). 3. Randall Smith (Yam).
250 NOV: 1. Steve Jordan (Hus). 2. Gary Mays (Yam). 3. Lew Stark (Yam).
250 BEG: 1. Don Oswald (Hus). 2. Brian Webb (Kaw). 3. George Lanyon (Hon).
200 EX: 1. Tim Bowman (DKW). 2. Max Eddy (Pen). 3. Jack McEvoy (Bul).
200 AM: 1. Eric Spaeth (Hon). 2. Fred Collins (Yam). 3. Dave Bowman (DKW).
200 NOV: 1. Brett Round (Hon). 2. Jeff Buckamier (Pen). 3. Bill Perkins (Pen).
200 BEG: 1. Tom McBride (Yam). 2. Monty Lee (Suz). 3. Tom Rogers (Hon).

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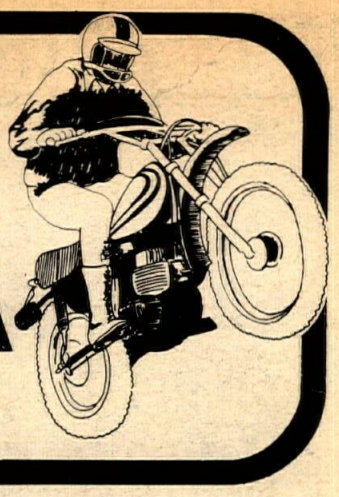

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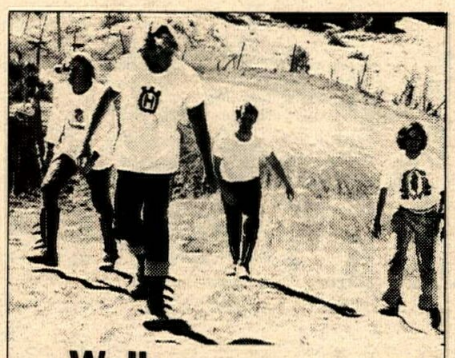

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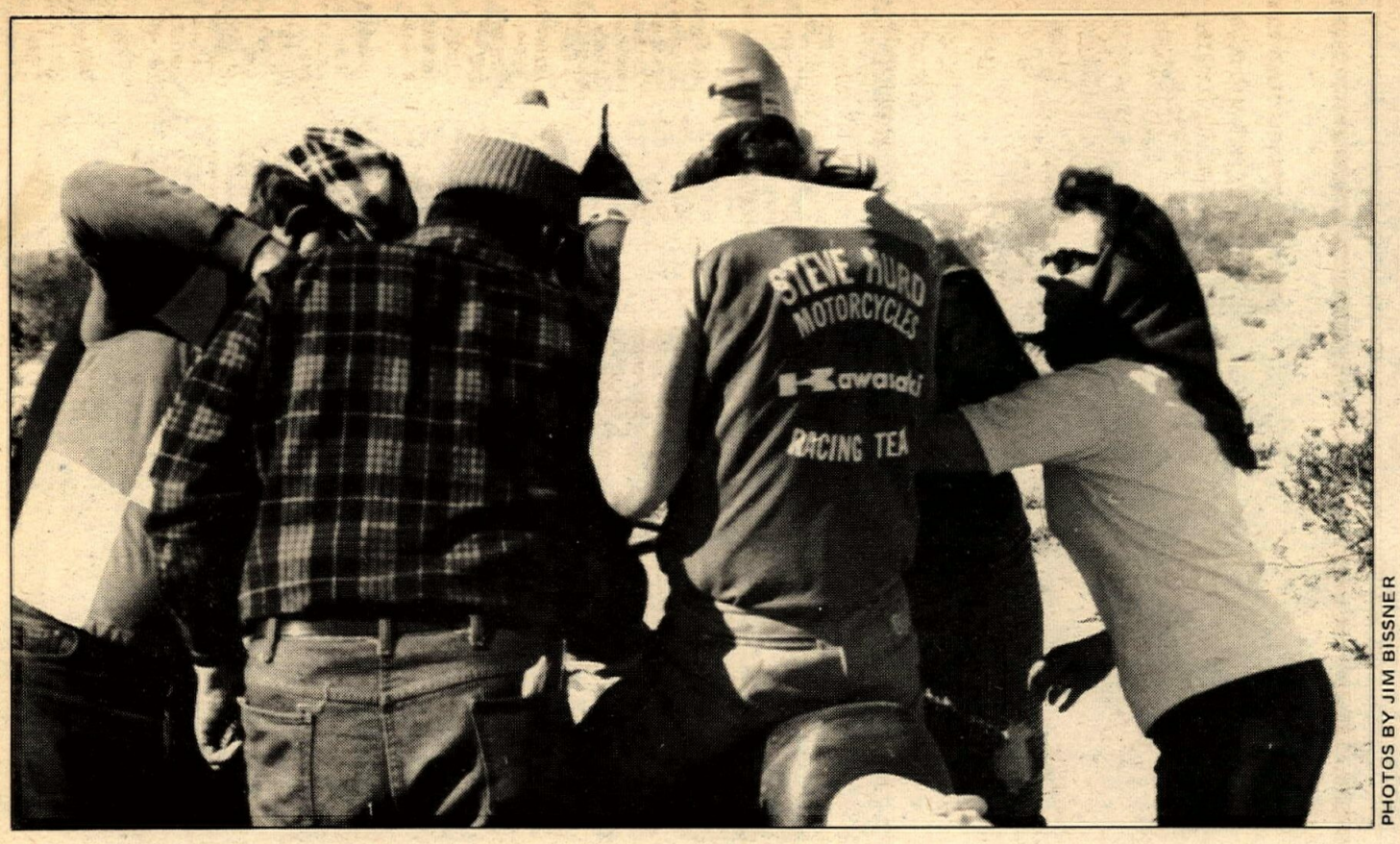

PHOTOS BY JIM BISSNER

The Steve Hurd crew pounces.

Revell's Raiders at the Dunes

By John Grout

VALENCIA, CAL., JAN. 26
Revell's Raiders dominated all three of the pro classes during today's motocross that marked the return of the CMC to the Shadow Glen track. Revell riders who swamped their respective divisions included Bill Payne (Mai), Will Harper (CZ) and Don Draz (Hon).

During the first heat event for the big-bore crew, both Joe Johnston (Mai) and Jeff Jennings (CZ) were generating some pressure on the front-running Payne. It didn't last for any length of time – Johnston dropped out with mechanical problems, while Jennings began to fade in the stretch.

Will "The Harpoon" Harper, Expert champion of the 250cc division at the 'Dunes, fought back a number of first-moto bids that came from Husky-racing Bob Hannah. Though Hannah worked to within a couple of bike lengths during that first round, he was quite some distance behind Harper in the nightcap.

Don Draz, still another Revell ripper, rattled a Honda to two straight, long-yardage triumphs at the 125cc Pro level. While racing in a combined grouping with the 250cc machinery, Draz actually captured a third place overall in the final go-round, allowing only Harper and Salmon to finish in front of him! Not too shabby at all. ●

San Bernardino MC Hare 'n Hound: More fine tales from out Cuddleback way

By Jim Bissner

CUDDEBACK DRY LAKE, CAL., JAN. 26
A splendidly dusty day for a race as Smoke Bomb Gaetz hauled in his Dick Allen sponsored Yamaha for first Open and first overall at San Bernardino MC's second annual Figure-Eight Hare and Hound.

After the race people weren't talking too much about the course, but those who did said everything was swell except a few *very* difficult, and unnecessary, uphills (formerly downhills). Despite that, however, everyone looked as if they had enjoyed the two honest 47-mile loops which crossed most every kind of terrain available out here.

Behind Gaetz, Bob Ballentine (Hus) took first 250 and an unthreatened second overall being followed a little later, by Dan Dawson, also on a 250.

First Division Two and fifth overall was Andy Kirker (C-A), carrying the number one platter for his efforts last year. Behind Kirker in the class were Dean Modesett (KTM) and Bill Friant wrestling with his Penton.

Everyone from the SBVMC crawled out of the woodwork and, despite a few whines from participants, put on one of the finest races we might see this year. San Berdoo brought out that reporter who raised such a fuss last year about "Barstow" and impressed upon him, as well as a councilman from down there, the family nature of our sport. Incidentally, instead of burning tires the sponsoring club used two six-foot helium balloons to mark each bomb due to the threat of legal action by the A.P.C.D. It was really clever and they got the gas for cheap; expressing that they'd like to see more clubs capitalize on the idea. ●

Results in Results Section.

250 Expert Russ McAfee up (literally) for the win. The seat fell off in the first lap.

Blazing saddles at AME MX

By Barney Drake

RIVERSIDE, CAL., JAN. 19
After the 250 Experts thundered around the first turn, lying in the track was a black object, Russ McAfee's seat. As they came around for the first lap, the leader, McAfee, was standing up and it appeared that his chance of winning was lost. However, as the moto progressed, McAfee kept the advantage. With apparent strong legs (or a sore behind), Russ held off Tobi Taki (Mon) and West Cycle's Mike Jenkinson (Hus).

The start of the second moto was like the first, except this time McAfee kept his seat, but Jenkinson passed Taki and slithered by McAfee. Jenkinson couldn't hold off the onslaught of the money-hungry McAfee, who passed Mike and Taki followed suit, putting Jenkinson back where he started, in third place. Taki tried everything but couldn't catch the flying Mac.

Bultaco Ace Mike Sullivan, handicapped with a bad start, had his work cut out for him as he slowly gunned them down for the 500 Expert win. AME Number One 500 Expert Tom Claire (CZ) crashed in the first corner, leaving him with the catch-up game, and finishing with a second.

In the second moto Claire made sure he wouldn't crash at the first corner. Sullivan again was plagued by a bad start, but desire for the money overcame this obstacle, and he angled by Claire.

AME has just introduced a new class – the 100 Experts, complete with 100% pay back just like the other Expert classes, and a big $500 purse to the point leader at the end of the year. So all you Mini Experts, here's your chance.

Little Johnny Welchel captured the 100 Junior win with ease. It's amazing

Studied concentration.

JIM MOCK III

First place winners from Saddleback Hillclimbers' Assn. for 1974
Back row (l to r) Neal Mackel, Open Class; Bill Estes, 360 Stock; Alice Hudnall, 175 Class; John Jefferie, 650 Stock; Chuck Peterson, 450 Stock; Clyde Peterson, 500 Stock and Modified; Carl Collier, 250 Stock. Front row (l ro r) Doug Hall, 250 Modified; Mike Powell, 125 Class; Kerry Peterson, 400 Stock and Modified; Craig Mock, 360 and 450 Modified; Ron Saffel, 650 Modified. Not shown: Gary Hall, Mini Class and Dave Javis, 100 Class.

— he doesn't look big enough to hold up the bike, let alone ride it!

Results in Results Section.

Bunn is the one! S.A.M. High School MX

By Tom Blattler

GARDENA, CAL., JAN. 25

The first high school motocross Super Bowl qualifier was held at Ascot Park with over 80 high school riders competing under the Scholastic Association of Motorsports. A series of qualifiers will be held at Ascot Park (Los Angeles County), Corona Raceway (San Bernardino and Riverside Counties), OCIR (Orange County), and Carlsbad Raceway (San Diego County high schools) to determine the total number of qualifiers for the High School Super Bowl of Motocross at the Los Angeles Memorial Coliseum.

Jeff Bunn, riding for San Pedro High, rode his 125 Honda from the Flying Machine Factory to victory in the 125 Expert class, beating Rolling Hills High's John Oswald and State 250 Expert Champ Steve McFarland.

Jeff then took on the whole 250 Expert class aboard his 125 Honda, and won that one too! Bunn again gunned down McFarland, who was riding his super quick 250 KTM from the Flying Machine Factory.

Jim Gallagher, who competes for Carson High, won all three motos in the 125 Junior Division Two and another Carson High rider, Joe Licciardi (Hon), captured two of the three motos in the 125 Beginner Division Two class.

The 250 Beginner class featured a very impressive rider, Carson High's North Hefley, who easily dominated all three motos on a Maico. Long Beach Jordan's Steve Moore was really on the gas throughout the 125 Junior Division One motos, winning all three races quite easily.

West High's Danny Westergaard rode his Yamaha to victory in the 100cc class, after he and Rummy Cobbs battled throughout the three motos. Cobbs, who was also riding a Yamaha, captured one moto with Westergaard first in two.

Results in Results Section.

Corona National preview

By Tom Blattler

CORONA, CAL., JAN. 22

Danny Hockie, one of the top professional flat trackers on the West Coast, got his 750 Yamaha ready for the Houston National by winning the Corona TT last week.

The 125 Novice classes showed the potential of some fine young riders in Danny Perkins and David Dieterle, as each collected a main event victory.

In the half-mile features, Nick Voge and Vince Mead took the spotlight, as they rode to their wins in the Open and 250 Expert Main Events. Voge grabbed the early lead in the Open half-mile, with Don Frauenberger, riding a 750 Yamaha from Oakley's Yamaha in Escondido, right on his heels. Halfway through the feature, Jim Wright moved into second, and began challenging Voge. Wright got by Voge on lap five, but Nick passed him back down the chute and held the lead. Voge, Wright, and Frauenberger finished wheel-to-wheel.

Little Pat Richmond took the feature wins in the Mini Cycles, aboard his very fast Yamaha.

Results in Results Section.

HANGTOWN MX 75 — DIRT DIGGERS NORTH MOTORCYCLE CLUB

AMA NATIONAL CHAMPIONSHIP

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April 6th — 125cc & 250cc National Championship MX

Plymouth, California

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This may be your last chance to ride 'Hangtown'!

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Sportsman entries limited!!
Sportsman classes for:
125cc — 250cc — 500cc displacement
in Novice, Junior, & Expert classes
Sportsman Mail Entry — $10.00
Sportsman Post Entry — $25.00

Entries accepted Feb. 16 — March 14th

Mail entry with 1 (one) self addressed stamped envelope to:

Dirt Diggers North M.C.
PO Box 699, Loomis, CA 95650

For info call: 916-652-7800

District 36 Official Entry Blank

RIDER'S NAME (PRINT)		AMA NUMBER	MOTO X CARD NO.
MAILING ADDRESS	CITY	STATE, ZIP	RIDER CLASS: NOVICE ☐ JUNIOR ☐ EXPERT ☐ Check Proper Box
ARE YOU A MEMBER OF A MOTORCYCLE CLUB? NAME OF CLUB	MAKE OF MOTORCYCLE	ENG. SIZE CC	

I hereby agree to conform to and comply with the rules governing this contest in connection with the Competition Rules of the American Motorcycle Association, Inc., and A.M.A. District 36.

ASSUMPTION OF RISK AGREEMENT

I hereby acknowledge that I am aware of the dangers incident to this event and voluntarily and knowingly enter the event with said knowledge. I further acknowledge that I am aware of the fact that any injuries or damages sustained by me due to my participation in this event may be of a permanent and grave nature and I, nevertheless, voluntarily and knowingly enter said event.

I further acknowledge that during the course of said event there may be times at which though not actively participating in said event, I may be a spectator and that I may sustain permanent or grave injuries as a spectator and I, nevertheless, voluntarily and knowingly assume such risk.

I further acknowledge that I may sustain permanent or grave injuries as either a participant or spectator at this event due to the negligence of other persons including participants, the American Motorcycle Association, the contest committee, the sponsoring club, the referee, or other officials, the owners of the premises, or any of the lessees and that with this in mind, I, nevertheless, voluntarily and knowingly assume such risk.

I HAVE READ THIS ENTRY BLANK AND AGREE TO THE ABOVE CONDITIONS.

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Roberts breaks Dome TT jinx

By Richard Creed

HOUSTON, TEX., JAN. 31

Grand National Champion Kenny Roberts decisively won a wreckage-strewn and restart-plagued opening round of the 1975 Camel

Pro Series tonight before a crowd of over 29,000 spectators. In so doing, Roberts finally defeated the Astrodome TT jinx that has hounded him for the last four years. Two years ago Roberts hit a soft spot in the inside hairpin turn and stalled, leaving the winner's circle center stage to Triumph-mounted privateer Mike Haney. Last year the combination of a fresh frame design and Dave Hansen's determination kept the National Champion from wearing the victor's laurels.

The 23-year-old champion added tonight's TT win to his short track victories of '72 and '73, becoming the first rider in the eight-year history of the Astrodome races to have won both events. Flashing a broad smile and shaking a bottle of champagne, Roberts wisecracked with reporters, posed for photos, kissed the trophy girl and congratulated arch-rival Gary Scott on his second place finish before popping the champagne in a bubbly geyser. Joining Roberts and Scott in the foamy fun was Norton-mounted Mark Williams who placed third. although Roberts led the National Final from the second lap to the finish and qualified first in time trials he had to battle back from fourth to second place behind Scott's Harley in the first heat when he experienced momentary engine problems on the third lap.

The Heats

In the first of four heats, Gary Scott took the hole shot over pole-sitter Kenny Roberts, Dave Hansen and Mark Williams who held the outside front row position. Scott was never headed or even challenged after Roberts had his problems. Mark Williams and Dave Hansen slipped past Roberts before his engine cleared. Roberts quickly repassed Williams and set out after Hansen, last year's TT winner, but Hansen fought back after Roberts passed him and repassed the National Champion on the next lap.

Then Hansen slipped off his line and Roberts motored away. Mark Williams began a successful challenge on Hansen's position and locked up the last direct transfer spot to the main, leaving Hansen to contest the first of two scheduled semis. At the finish it was Alex Jorgensen (Tri), Bruce Hanlon (H-D), Terry Dorsch (Tri), Ike Reed (Tri) and DeWayne Keeter (Yam) joining Hansen in semi action.

The second heat was restarted after a first turn crash involving Frank Gillespie (H-D) and others brought out the red flag. John Hateley (Nor) had been leading at the start. On the restart Danny Hockie (Yam) fell while rounding the infield hairpin and was centerpunched by Sonny Burress (Tri). Burress was able to continue but the evening was over for Hockie who was shaken a bit and whose bike sustained a cracked gas tank and broken shift lever in the accident. While an alternate rider was brought out to take Hockie's place Mert Lawwill made an "inquiry" to the starter about Guy McClure's rolling start technique. The third restart finally got underway just before the Astro-clock flashed 9 p.m., but a jumped start by Charlie Brown (Tri), Ricky Graves (Tri), Sonny Burress and Rick Hocking (Yam) further delayed the program. On the fourth and final attempt, the field broke away cleanly with Mert Lawwill (H-D) in the lead followed by rookie Guy McClure (Yam), John Hateley and Rick Hocking. The former Grand National Champion had little trouble pulling away from his pursuers and would occasionally look back to check on their madness. Madness it was, with first Hateley then Hocking challenging and then passing McClure who seemed to tire at about the midway point. Two laps later McClure regained his form and began battling with Charlie Brown for fourth place. Time ran out and Brown prevailed.

Chuck Palmgren became the first non-starter of the '75 season when his BSA lunger coughed its carb on the way to the line of the third heat. It was a disappointment to say the least, as Palmgren had qualified the only four stroke single in the race on the pole. Randy Skiver (Tri) dominated the action from the start leaving John Gennai (H-D) and former Astrodome short track winner, Jim Odom (H-D) to fight it out with Kenny Roberts' protege Skip Aksland (Yam). Aksland was the gadfly in the Harley soup and held on to third place during the last three laps until the final turn when he nudged Odom, who was in second, to the outside. Gennai, following closely behind Aksland, saw the opening inside line and powered by both into second place. Odom found traction and beat Aksland to the flag.

The fourth heat was delayed while Dave Aldana sorted out some minor engine problems and was restarted. Aldana dirtied his new skeleton style leathers in a first turn lay down. As usual, Dave emerged unscathed, but Mert Lawwill had a few words with the officials while everyone returned to the line.

At one point Lawwill turned to the crowd and, gesturing toward the trackside scene, exclaimed, "We don't need this." Observers of the incident were about evenly divided as to whether Aldana had been bumped or not. Aldana made the restart in grand style, gassing it out of the pit area to the applause of the crowd. Despite the feelings of those concerned with motorcycle racing's "image" the crowd loved Aldana and his Mr. Bones attire. Roberts is the only other rider who drew louder applause.

Eddie Mulder took the lead on the restart and appeared to be in a secure lead over Ron Powell (Tri) until Mulder slipped the line on the front straight and Powell got by him for the win. Jay Springsteen (H-D) and Aldana also got around Mulder before the checkered flag came out.

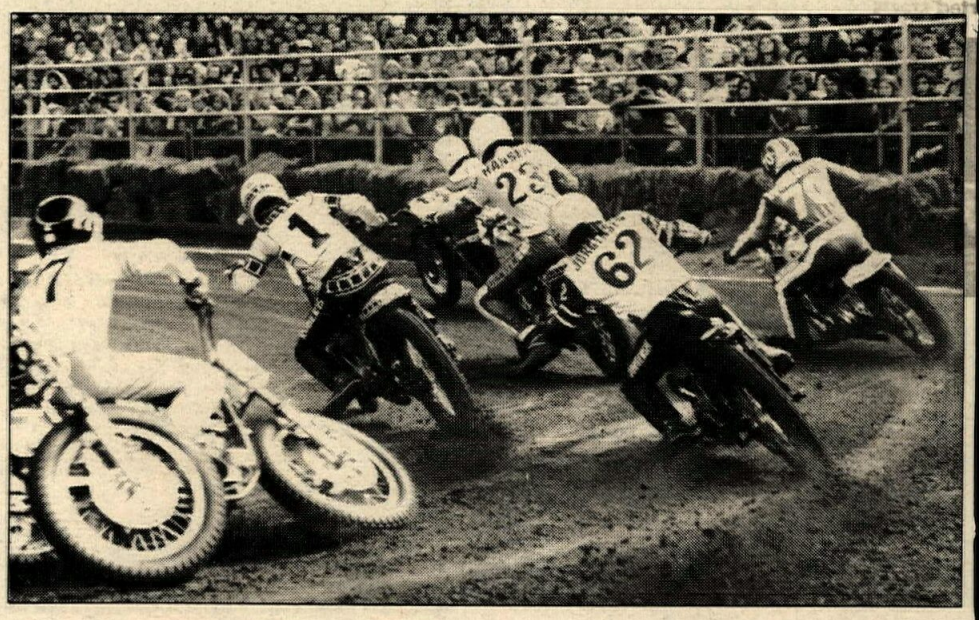
The Semis

Bruce Hanlon crashed heavily coming off the jump on the first lap of the first semi and the race was restarted. Dave Hansen took the lead on the restart followed by Alex Jorgensen and Dennis Briggs on a Kawasaki two-stroke single. Briggs took a deep inside line approaching an infield turn which intersected second place man Jorgensen's line alongside the leader, Dave Hansen. Briggs wriggled, Jorgensen bobbled and locked up with Hansen who was on the outside of the turn. Briggs took over the lead as Jorgensen and Hansen, still tangled up, hit the haybales. When Hansen was on his feet again he gave Jorgensen a middle finger greeting and watched the seconds tick away his last chance of defending his TT win of last year. Briggs went on to win after his strongest challenger, Guy McClure, crashed spectacularly off the jump.

The second semi was forced into a restart when Chuck Jordan (Yam) and Tom White (H-D) were involved in a first turn crash that scattered riders three different directions including a path over the hay bales and through the press area taken by Steve Delgarno.

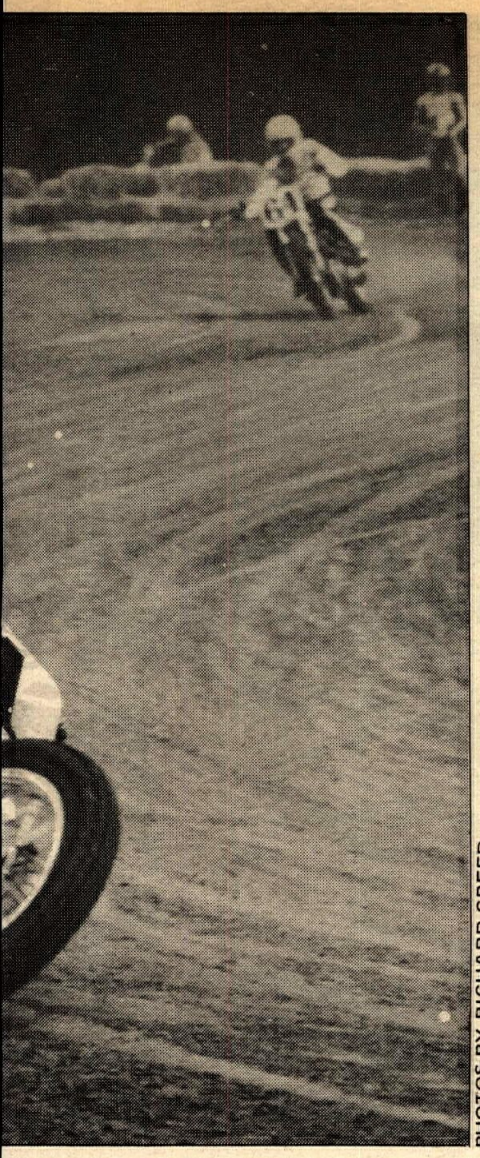
Roberts won the TT with Gary Scott a distant second. Tracksiders say a fat wallet must have slowed him in the following night's short track.

First heat scramble as Roberts sets his sights up the inside. Leading: Gary Scott, then Hansen, Jorgensen, Williams hanging to the outside and Eddie Wirth trailing.



Rick Hocking, new number and all, shadowed by 1971 short track winner Jim (18) Odom.

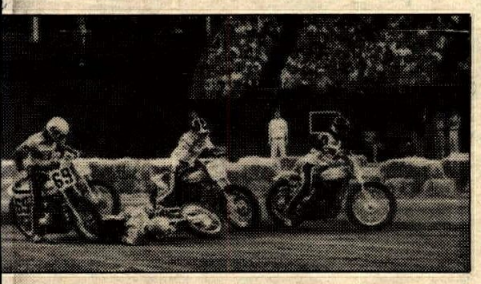
This John Hateley (98)/Guy McClure (50N) battle went back and forth after they finally got the second heat going.



PHOTOS BY RICHARD CREED

A very special rooting section at the Houston Short Track.
After a good luck hug from his two boys (flanking him) Darryl went.

ny Hockie about to get "shaken
during one of the many
rted starts.



Eyes of Texas shine proudly

By Jack Mangus

HOUSTON, TEX., FEB. 1

The eyes of Texas, 40,012 pair of them, were upon Darryl Hurst tonight and the Houston resident opened them all by scoring a big

win for the Lone Star State in the second round of the AMA Grand National Championship $75,000 Camel Pro Series.

A total of 136 riders attempted to qualify for the short track program and among them was Ms. Diane Cox of Salem, Oregon. Diane made history by snaring the 48th and final qualifying slot to become the first female to qualify for a Grand National Championship program. Californian Dave Hansen, the second place finisher at last year's short track, turned in the fastest lap ever registered in the eight years of Dome motorcycle racing. Hansen, aboard the same Doug Schwerma-built/Champion Honda that he rode last year, stopped the clocks at 15.137 seconds. Cut-off time, set by Ms. Cox, was 15.69. Kenny Roberts turned in a below par 21st fastest time, while last year's winner Mike Gerald was listed in 28th slot. Gerald was nursing a recently injured shoulder and Roberts was reportedly slowed by a fat wallet provided by the previous night's TT victory.

The first heat saw the unsung hero of the weekend, Chuck Palmgren, score a runaway win with his Dan Gurney Yamaha. Palmgren had undergone back surgery less than 60 days before and amazed those who were aware of that fact by qualifying third fastest for the grueling TT and fifth fastest for the short track. While Chuck was doing his thing up front, the large crowd was watching Rick Hocking charge from a penalty start to a third place finish behind Dave Hansen. Hocking passed and then held off Roberts to take the third and final direct transfer to the National. Following Palmgren, Hansen, Hocking and Roberts across the line were "Little John" Hateley (nursing an injured foot from practice), and Gene Romero. Hateley was a last minute replacement for Mike Kidd on the Norton/Triumph team after Kidd rebroke his left leg practicing at Texas' Ross Downs the previous week.

Darryl Hurst and Hank Scott battled throughout the second heat and finished in that order. Chasing the Yamaha-mounted pair throughout the 10-lap race were Don Palmgren, Billy Schaeffer, Jay Ridgeway, and Guy McClure. Palmgren held the show position up to the last lap when both Schaeffer and Ridgeway slipped by.

David Aldana shed number 13 for 1975, took over Neil Keen's number 10 and blew everyone's mind by posting for the Dome events clad in black leathers with a white skeleton form on the front.

The charter member of Team Mexican held off Mark Williams' factory Triumph with his self-sponsored Yamaha during the early laps of the third heat and then proceeded to stretch out a winning margin in his typical outside line style. Corky Keener made it a two-three for four strokes by slipping the former Cal Rayborn Sprint into third ahead of Charlie Chapple on the final turn of the last lap. Keener's Sprint was prepared by Powell Hassell's H-D of Atlanta, and both were proud of the fact that they had pared poundage off the "antique" to scale it in at 224 pounds. Chapple had injured his foot in a "street accident" prior to the event. The 1971 Dome short track winner, Jimmy Odom, eliminated himself with a get-off on the following lap.

The fourth and final heat required a restart following a massive pileup in turn one. Eventual winner Randy Skiver, Randy Scott, Allen Mundt and Ms. Diane Cox were involved, but all were able to make the restart. Skiver turned in a hole shot and led all the way, but behind him all hell was breaking loose. Mike Gerald was doing his thing from a back row start as the Cajun Fan Club did their thing from their large share of the Dome seats. Gerald worked his way up to fifth, and then briefly led Alex Jorgensen only to see Alex nail the fifth spot down for keeps with a photo finish lunge at the checkered flag. The nation's second ranked rider, Gary Scott, started the heat from the pole position, but was unable to do business with his H-D factory Sprint and ended up seventh. Taking the two-three slots were Oklahoma's Mr. Nice, Randy Cleek, and Texas' little Lee, Jimmy. Ms. Cox ran dead last, but finished 10th after Mundt stepped off and Pat McCaul DNF'ed.

A Junior invitational program had filled in intermission time both nights following the four short track heats. Ms. Peggy Fuller was embarrassing the hell out of several riders until her Bul tied up on the final lap. Peggy managed to push it across to finish seventh, one slot behind her husband Gary. The Junior Final turned out to be what one veteran Dome race observer called "the best race in eight years." The action was turned in by a talented Texas trio consisting of Larry Beall, Terry Poovey and John Ewell. Poovey's Bul led the initial two laps, but from there until the eighth go-around it was anybody's race. Each held the lead at different points of

Randy Cleek took the win as James Rawls and Paul Bostrom (Tri) had a cut-throat clash for second that was fantastic. Bostrom had the edge in the tight infield turns, but Rawls would regain lost ground on the fast sweepers and front straight. Skip Aksland made a valiant attempt to get in the hunt but fell rounding an infield turn on two different occasions. For lap after lap the Rawls-Bostrom dice continued until the final round when Bostrom finally iced Rawls by a thin margin.

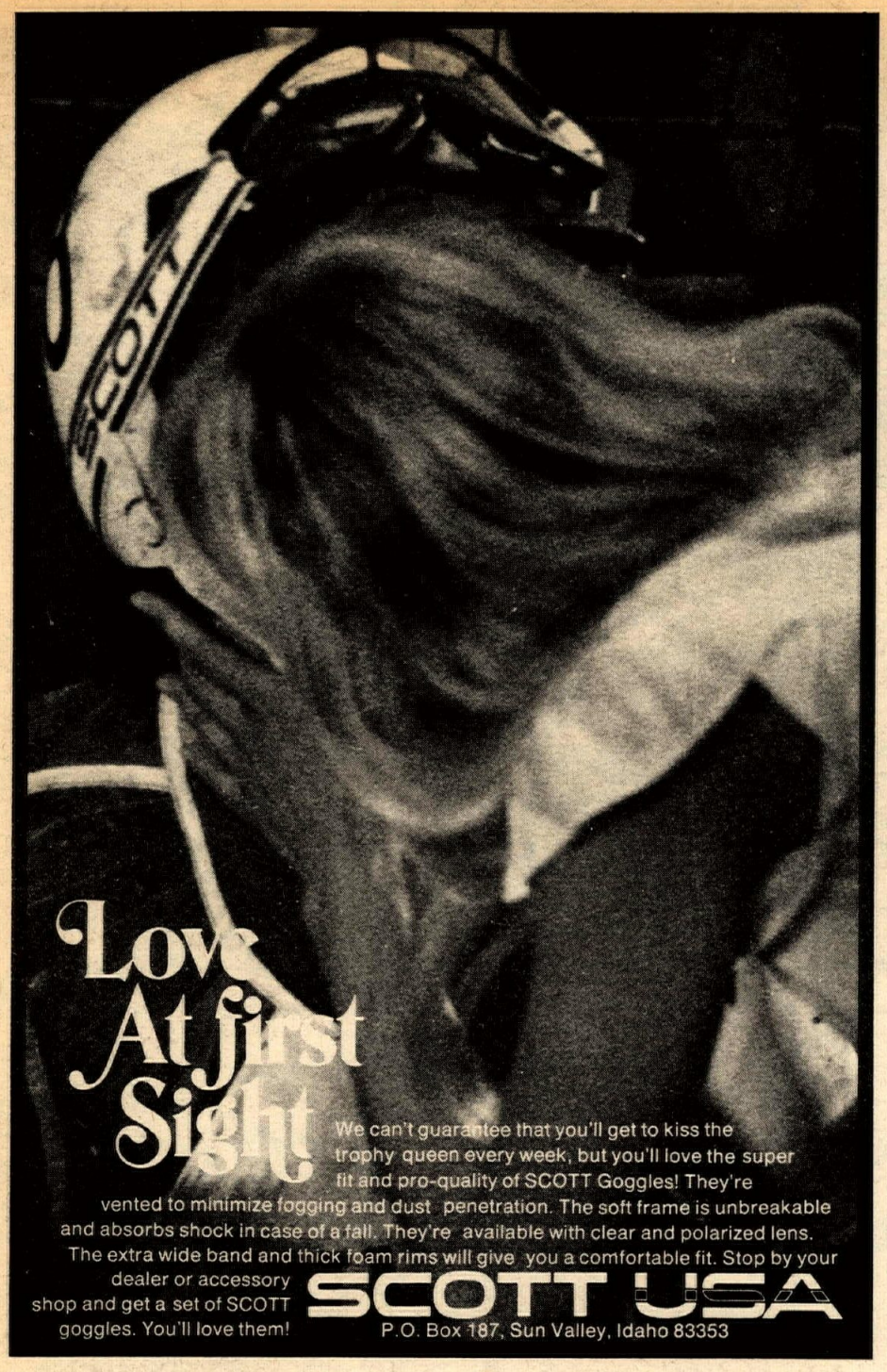
Trophy Main

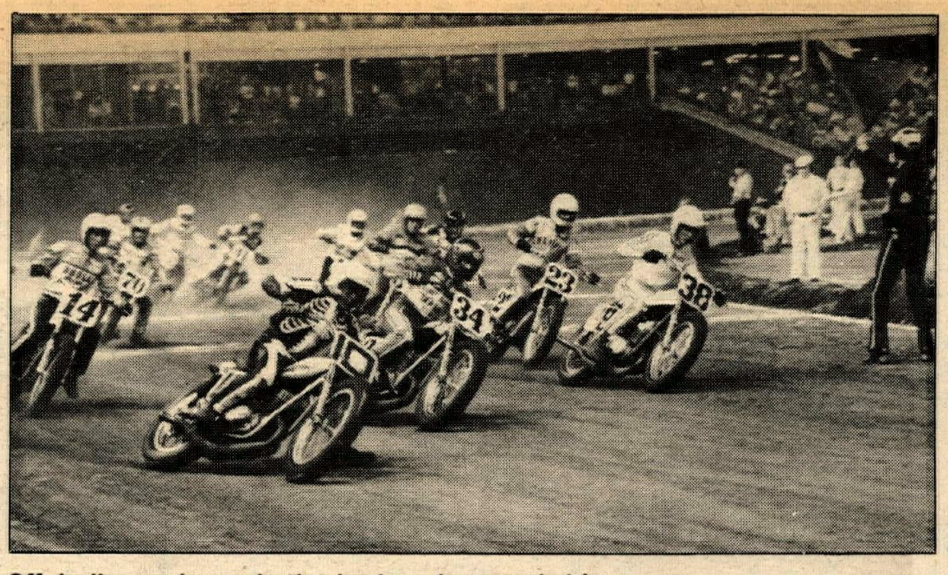
James Rawls lost a heartbreaker in the trophy race when he slid out and fell in the same infield turn that had cost Roberts the win two years ago. All that Rawls could do was hug the ground and wait for the traffic to go by. He rejoined the race but in last place. Before Rawls fell out the question was open to who would win. Rawls pushed his Harley to the limit in a leather rubbing tangle with Bostrom who held a commanding lead over Tom White (H-D) and Eddie Wirth (H-D) following Rawls' fall. ●

Results

HOUSTON TT NATIONAL (25 LAPS): 1. Kenny Roberts (Yam). 2. Gary Scott (H-D). 3. Mark Williams (Nor). 4. Dennis Briggs (kaw). 5. John Gennai (H-D). 6. Ron Powell (TRi). 7. Mert Lawwill (H-D). 8. Jim Odom (Tri). 9. Rick Hocking (Yam). 10. Dave Aldana (h-D). 11. Randy Skiver (Tri). 12. Randy Cleek (Yam). 13. John Hateley (Nor). 14. Jay Springsteen (H-D).
Time: 12:13.10

TROPHY DASH (12 LAPS): 1. Paul Bostrom (Tri). 2. Tom White (H-D). 3. Eddie Wirth (H-D). 4. Robert E. Lee (Bul). 5. Greg Sassaman (H-D). 6. DeWayne Keeter (Yam). 7. Chuck Jordan (Yam). 8. Jim Rawls (H-D). 9. Terry Dorsch (Tri).
Time: 5:57.07.





Off the line on the nearly-circular Astrodome track, it's "Bones" Aldana, Hurst, Hansen and Palmgren from the front row.

the event and the old cliche, "Ya could'a covered 'em with a blanket," describes the action best. It all came to an end on the eighth lap when Beall and Poovey bumped coming down the back straight. Poovey unloaded heavily and Ewell was forced off the track.

The first Expert Semi turned out to be an upper and a downer for Bultaco-sponsored Guy McClure, and a downer for Kenny Roberts.

With only the winner advancing to the National, Roberts rode his posterior off trying to catch rookie Expert McClure, but he just wasn't able to. As if one rookie standing in his way wasn't enough, he also had to contend with another, Jay Ridgeway and his WKR Kawasaki, on the opening laps. McClure took the win to score an upper, but in rejoicing he popped a wheelie at the checkered flag and then failed to make turn one. He ended up bouncing off the bullpen wall outside of turn one with his Bul landing on top of him. The downer was a broken arm. For Roberts, it marked the first time in over two years that he had failed to make a dirt National.

The second semi was tame compared to the first, but Gerald's army kept the decibel count up. Mike was unable to give them what he and they wanted, a win, as Houstonian Bubba Rush charged to the checkers first. Post-entry Randy Scott finished second between Rush and Gerald. Texan Jim Rawls finished fourth after slipping from second, a position he held for six laps. Alex Jorgensen and Frank Gillispie took fourth and fifth, the final transfers to the trophy race.

Consolation time, in the form of the 12-lap trophy race, was an all National Number one show following a first lap point position performance by Roger Sterling. Trophy time and a kiss for Roberts, but only seven National points.

Chuck Palmgren occupied the pole position for the 20-lap National, by virtue of his fast heat winning time of 2:31.25. Filling out the front row were Darryl Hurst, David Aldana, Randy Skiver, Dave Hansen, and Hank Scott.

Starter Phil Dyson brought out his red flag twice as both Hansen and Hurst read him down to the final twitch before he threw the flag. A few words between Dyson and Hansen were exchanged before a third start was flagged off. Once again, it was Hurst and Hansen off the line first and that was that as far as the first two positions were concerned.

Aldana took to the outside on the first lap and blew by Randy Skiver and Hank Scott. Scott opened eyes behind him as he nearly lost his Shell Thuet Yamaha in turn four. A spectacular save probably opened the same eyes a second time. Hurst, Hansen, Aldana, Skiver, and Scott continued to occupy the top five positions for three laps. On the fourth lap, Jorgenson slipped by Scott with Mark Williams duplicating that move on the fifth lap. Aldana was riding the outside and managed to pull even with Hansen on the seventh lap. Hansen got the message and turned the wick up, dropping Aldana back into a three-way fight for third with Skiver and Williams.

The halfway flags saw some major shuffling begin as Williams and Skiver moved up past Aldana, and Cleek began to charge up into the top positions. Cleek moved his K&N/Bel-Ray Yamaha past Aldana on the 14th lap, past Skiver on the fifteenth and ahead of Williams on the 16th to nail down third for the night.

Williams won the battle for fourth and Skiver saw his fifth finishing position go away on the final handful of laps as both Aldana and Hocking got by. Hank Scott took eighth ahead of the Cowtown Yamaha of Texan Jimmy Lee. Tenth was Corky Keener, who was forced to practically sit on the gas tank of his Sprint in attempts to get the power to the ground. The seating position eventually wore the Michigan Flash down. Following Corky across the line was the amazing Chuck Palmgren, who answered upon being questioned as to whether or not it was his back that forced him to drop back, "No. It was a combination of things. My front tire skated, but it was a bunch of things. That doctor did wonders on my back. I'll be 100 percent by Dallas."

After this hole-shot sprint by Texan Roger (30N) Sterling, Roberts ran off with the Trophy Main. It was small consolation.

DNF went behind the names of Schaeffer and Rush. Billy's Yamaha tied up near the halfway mark and Bubba's Bul appeared to do the same.

For Darryl Hurst the win marked "the greatest day of my life." He thanked his "super sister and brother-in-law" for managing his shop, Hurst Supply Co., while "I go racing," and said that the 20-minute ride home would be the greatest trip ever. It marked the third straight weekend of the young year that the likeable Texan has taken home the victor's spoils from a short track. His traveling buddy, Mike Gerald, better watch out. Darryl's after your "King of the Short Track" title, Coon Ass. ●

Results

NATIONAL (20 LAPS): 1. Darryl Hurst (Yam). 2. Dave Hansen (Hon). 3. Randy Cleek (Yam). 4. Mark Williams (Tri). 5. David Aldana (Yam). 6. Rick Hocking (Yam). 7. Randy Skiver (Hon). 8. Hank Scott (Yam). 9. Jimmy Lee (Yam). 10. Corky Keener (H-D). 11. Chuck Palmgren (Yam). 12. Bubba Rush (Bul). 13. Billy Schaeffer (Yam). 14. Guy McClure (Bul).
Time: 15:14.72.

TROPHY DASH (12 LAPS): 1. Ken Roberts (Yam). 2. Alex Jorgensen (Kaw). 3. Jim Rawls (PDV). 4. Mike Gerald (Bul). 5. Charles Brown (Kaw). 6. Roger Sterling (Bul). 7. Randy Scott (Yam). 8. Jay Ridgeway (Kaw). 9. Frank Gillespie (Yam). 10. Gene Romero (Yam).
Time: 3:06.85.

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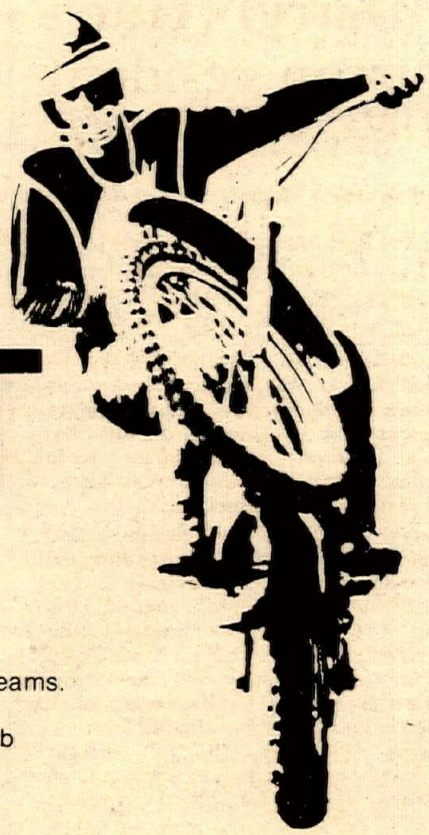

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PHOTOS BY JAN NEWMAN

This is gonna' be one of those days . . .

Cycle News North

Racing for the stars & the Super Bowl

By Jan Newman

PUYALLUP, WASH., JAN. 19

Puyallup kicked off their 1975 racing season 'midst many changes and surprisingly decent weather. This was also the first of a 10-race series with a trip to the Super Bowl for the high point winner.

The track is still AMA sanctioned but is no longer connected with NMA. For out-of-state riders this is a welcome change. The "A" riders now ride for a cash purse and the amateur riders compete for large, flashy looking trophies – a vast improvement over the trophies of days gone by. Each winner also receives a star for his helmet with the assurance that eventually a collection of stars will scare the competition right off the line. Best of all, there's a general atmosphere of friendliness and cooperation which was sadly lacking a year or so ago.

The second moto for the "A" riders was extended to 30 minutes. A number of them requested that their appreciation for the long motos be expressed in print so here it is. Hopefully they personally conveyed the message to the man responsible.

Steve Nolen led the way in the first 125 "A" race with Gary Potts giving chase. The second race was also led by Nolen until Potts came up from a ninth place first lap to grab the lead and the overall win as Gary Rocca pushed Nolen back to third.

The 250 "A" bunch really mixed it all up. Rick Weidman spent a lot of time out in front but fell by the wayside in the final results. He won the first moto with Mitch Simmons and Butch Waymire pushing him to the wire and Rick Burgett back in fourth. Simmons finished with a broken shock. Weidman led the second moto until he went down on an infield turn. Waymire had tranny problems and didn't start the second race. Simmons went off the side of the Puyallup jump on the scratch and pushed off in the next lap with mechanical problems. Burgett went down in the first turn and was last in the long line of traffic. He worked through all but Bob Boock to finish second and take home the big money. Richard Buckley was second with sixth and fourth finishes.

Steve Bryant was way out front in the first 250 "B" but couldn't quite catch Glenn Felt in the second to lose the top brass on the point tie.

With all Open bikes running together, Montey Mitchell poked his Maico into the corner first in the first race but stopped dead around the third turn when his carb came loose to start "one of those days." Hugh Walter took the lead until Rick Burgett caught him. They left the pack behind in the battle for the lead. Burgett finally got in front and pulled out a ridiculous lead. Walter held second until he went down and his bike failed to restart. Randy McAllister led moto two until Burgett took over and again got out in front by about half a lap. He had eased up enough for fun and games when the old Spanish bugaboo hit. There's just something about Rick, a Bultaco and a checkered flag – the Bultaco died extremely dead. Montey Mitchell pulled a U-turn when he came by to stop and commiserate without losing a position. Walter went on to win the moto but McAllister won the cash with three-two finishes. •

Results in Results Section.

They tried it again

By Marty Gregory

MARSING, IDAHO, JAN. 19

The Lions Sight Fund got a helping hand from the rugged Idaho cross-country folks this Sunday with the proceeds from entries for the European scrambles going to help the blind. About 85 determined individuals turned out to run the event which was re-scheduled from January 5 when "a small blizzard" kept the race from coming off. There wasn't any snow this time but there was fog! Being Idaho, I guess you'd call it "potato soup."

Run over a 10 mile course situated south of the town of Marsing (some 35 miles from Boise), this was a repeat of a similar event held last year. Riders generally enjoy this type of race although the chill atmosphere and fog made things a bit difficult. Vision was limited to 40 or 50 feet while stationary and decreased considerably with speed.

Payoff was a righteous 50 percent with 100 percent contingencies donated by local merchants. Cases of oil, socket sets, shirts, gloves and lots of other neat things were dispensed to all present at the trophy presentation held down at Marsing High School . ... inside!

The race itself dampened the enthusiasm of some riders who couldn't cope with the fog or the frozen ground with a slick layer on top of it. Several get-offs were noted during the practice

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MARTY GREGORY

Terry Barnes flies IFR through the soup. If it looked this bad to the camera, feature how bad it looks at forty miles an hour.

laps and guys kept coming in with big smears of mud down one side. It wasn't too hard to tell who stayed on the bike. Traction was, in general, pretty much of a hit or miss thing. Either you got hit by your bike when you fell or it missed you.

Coming around leading the one-two-fives was Terry Anderson (Bul). He turned the fastest time of the day and ended up 125 Amateur winner. Terry is a fast local motocrosser who hasn't raced desert enough to get an I.M.A. Expert card. Nipping at Anderson's heels all the way was Rick Jenkins (DKW) who ended up first 125 Expert.

In the 250 Expert ranks, it was Wayne Larsen (Suz) putting it to Don Jenkins (Pen) and Doug Bowles (Pen). Seemed that the smaller your bike . . . the faster you went.

Suzukis dominated the Open ranks with Ron Rogers and Mike Hollingsworth taking the top two spots in the Expert division. Larry Buffington (another Expert motocross rider turned Amateur desert-type) scarfed the Open Amateur win on a 360 YZ.

Each class ran for an hour and, considering the temperature and the visibility, that was about enough for most. Rick Jenkins came around looking like S. Claus with a frost-covered beard. It was so cold that one dude tried to stoke the bonfire with a can of gas. He got a ride in the ambulance and some third-degree burns for his efforts. This was, by the way, the only serious injury of the day.

Racing desert in Idaho in January has to be one of the more, shall we say, "enlightening" experiences to be had. The Try It Again Scrambles (that's what the poster said) *did* come off the second time, so John Larsen and all of his people deserve a big thanks for doing something to help others through motorcycling.

About the only facet of the race that didn't get carried over was the use of some porta-cans donated by the city of Mountain Home. Ray Hale lost a whole trailerload of the sanitary little rascals on the freeway on his way over to Marsing the first time. I guess it's probably better that they fell off before they were used than after. ●

Results in Results Section.

Hallock handles muddy marathon

By W. H. Spencer

FREMONT, CAL., JAN. 12

Three days of rain prior to the second of eight benefit Marathons for Troy Durham kept the entry down at Fremont Raceway's one mile off-road course.

Jeff Hallock took on the sloppy 125 class and did a tremendous job with only one stop, beating the 33 other entries by a margin of four laps. He led from A to Z with John Tavis chasing early but dropping out, then the Len Stevens/Jeff Calvert team gave chase only to wind up fourth after some chain problems.

Taking second was Jim Taylor with some help from Mark Moniz while the ever-present Lon Fly/Henry Allen dropped from second with four laps to go when a plug fouled, thereby taking third.

A special mention for fifth place goes to Mike Sprenger who rode his XR-75 to fifth overall and first mini. Not bad for nine years old and solo. He beat out his closest competition, Mike Webb, by three laps. The muddy part of the run made it easier for the four stroke kids, but not much.

Jeff Payne led the first lap of the 250 show with Jim Hunter in second but expired a plug just after the scoring stand and retired. On the second go-round it was Guenter Gmelin (Mai) in the lead with Hunter still in second but having to contend with a fast rising John Proto.

Proto took the lead from Steve Stackable's ace Deutsch mechanic (Gmelin) while the Hunter CZ dropped to last with problems. By lap 10 Gmelin and Simons had a good chase going on the lone Proto while Steve Moulton moved a 250 XL Honda into third over Paul Carlisle.

On lap 40 Proto stopped with a clutch problem, but kept going after losing the lead to Simons. Eric Engen appeared to have moved onto the same lap, but the tapes showed afterward that he was two laps down.

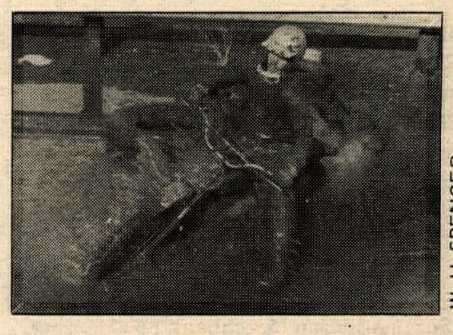
For the Open class, it was Scott Pearson out with an early start and the lead for the first three laps over Gary Vanderpool on a revamped Pop Kenyon Gringo. Sandwiched in between on the first two laps was little Rod Spencer on a new Hodaka that really flew but a crash bent the shift lever and dropped the indoor champ back in the pack, but not out of the hunt.

Pearson had chain problems and dropped the CZ out giving Vanderpool a big lead but it was short lived as on the 10th lap, the gear box expanded through the cases and put the ISDT rider on the side lines.

It was Pat Fretwell and Jerry Kole's turn to lead and they did right to the finish, with a one lap lead over little Rod Spencer on that incredible Hodaka. The stop had dropped the flat tracker to 22nd but with some renewed vigor and some bending work done by Fred the mechanic, the kid was unbelievably fast. At the halfway point he had moved back into third and held second from lap 32 until the end. ●

Results in Results Section.

Jeff Hallock versus the Mud Monster at Fremont. Jeff won — we think.



W. H. SPENCER

Santa Rosa Riots continue

By W. H. Spencer

SANTA ROSA, CAL., JAN. 10

Indoor racing has to be taken in a different light than what is found at the regular outdoor tracks. Racing in a small, confined oval with track lengths around a twelfth mile, noise and smoke problems all make for close competition and strained tempers.

Fun racing for tonight went right up through the heats but with reverse mains, the only good running shows were to be at the end of the night after complications were sorted out.

Dennis Muelrath had no problems in winning the 360 Expert with Jim Coates trying to catch up and taking second over Jeff Sierck and Ken Peschel. Mark Dever took the good shot early in the

BOB ANDERSON

Mike (21) Amaral has the hole shot and the point, but Ron (434) Huffman is about to zap everybody.

race to beat out Joe DiVecchio for the 360 Junior honors and Kenny Morita led the Novice from wire to wire over old man Pat Bond.

In the 250 Expert Main, the fun came to an end with problems and protests galore. The line up procedure at Santa Rosa is different from any other due to environmental problems. The riders must be ready to go from staging outside to the start and go off in quick succession.

On the front row were Chuck Miller, Mike Faria, Rick DeLacy and the whole show. Starter Corky Swadley gave the get ready motion and then stopped when something wasn't right. He indicated for somebody to move back and in the interim, DeLacey made a turn around which started the ball rolling. He was immediately disqualified for going over the front line and expressed his displeasure of this ruling.

Black flags, flying tempers from both sides of the officials and club workers led to official protests that will solve next to nothing. The race ran off without DeLacey and was handily won by Chuck Miller on the super-quiet, super-fast, Martin Ossa and the win put Miller in the short track points lead.

Huffman's the hero; Geffert has the action

By Steve Castillo

SUNNYVALE, CAL., JAN. 19

Ron Huffman (local hero and fast guy of a few years ago) showed up at Sunnyvale today. Huffman recently finished riding the support class of the Trans-AMA. After today's race Ron will head back to Florida for the series starting there soon.

Huffman (Pen) darted out to an immediate 250 Pro lead. Mike Amaral (Suz) and Brian Marchbank (YZM) were running two and three. Marchbank diced back and forth with Amaral. Huffman crashed, got going right away, but Amaral and Marchbank had gotten by. Huffman now running third started to work on Marchbank, and within a few laps got him. Ron next set his sights on the mostly out-of-control Amaral who was doing a remarkable job just keeping the bucking Suzuki on the track. Huffman pressured Amaral for a few laps and soon got by for the win. Amaral's carb float stuck and he ran out of gas. Brian Marshbank moved up to finish second with Dave Robison (Hus) taking third.

Huffman made his move at the start of the second moto and was long gone. Jeff Leever (Mai) and Brian Marchbank were having a good battle for second. Marchbank tried for several laps to get by Leever but nothing seemed to work. Finally, coming out of the corner by the announcing tower Marchbank did it and Jeff Leever had to settle for third.

As far as excitement goes you couldn't have asked for a better race than the 125 Pro class. Bob Geffert was the man providing the action.

Mike Urban (Hon) pulled the hole shot in moto one with Geffert (Hon) hot on his tail. Two laps later Geffert shot into first place and no one saw him again. Mike Amaral (Suz) worked up from fourth to second at the flag. Urban finished third.

Moto two was the real test for Geffert. Starting dead last he had only one way to go and that was up. Each lap Geffert picked up a place and by lap five he could see Mike Amaral leading the race out in the distance. Geffert kept it wide open, the crowd loved it, as they could sense Bob closing the gap and they urged him on. Geffert never let off either, over the big jump he was really flying, he soon worked up and got by Amaral to win the race. Amaral took second with Mike Urban picking up third overall. •

Results in Results Section.

CMC Semi-Pro MX

By Doug Murphy

PLYMOUTH, CAL., JAN. 12

Great weather and another new track layout sparked good racing today at Plymouth. Instead of the typical sandy whoop-dee-do circuit, the track was set off into the hare scrambles area where riders negotiated off-camber hills and mud holes.

In the 250 Expert motos, Brian Jodry (Mon) came out the winner with Cloyse Holland (Hus) finishing second. Dan Turner (Hus) would have been the winner except for a thrown chain in the first moto.

One of the closest races of the day came in the 250 Amateurs where Rodney Pogue (YZM) and Doug Veerkamp (Hus) really battled bar to bar in both motos. Pogue received the overall win with a three-two while Veerkamp had a two-three in the motos respectively. •

Results in Results Section.

Roundy-round in Stockton

By D. Buchanan

STOCKTON, CAL., JAN. 18

Out of a field of 65 riders signed up only 48 were to qualify from time trials. It was to prove to be one of those rare occasions when all the riders were out for blood, somebody else's!

After a few minor problems, the races were off to a fine and fast start. The concrete floor has been run on for several weeks now, so it has a lot of rubber laid and is very slick. Any rider who was present can attest to that fact! Some of them were down more than they were up until they got used to it. There were some who never got used to it.

Amazingly, very few of the competitors are ever carried off. They just get up, grab the downed bike and *go* again. •

Results in Results Section.

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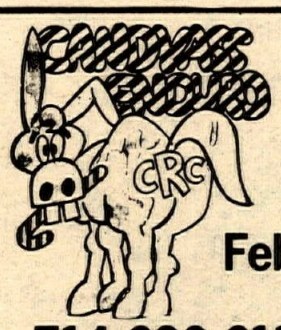

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2nd Sunday

BRRMC/SRAC TT or SHORT TRACK
Coal Creek Raceway, Lafayette, Colo. I-25 N out of Denver to Hwy. 7, W Hwy. 7, 4 mi., gate is on Hwy. 7. Race 11 am. Entry, $6 Ex., $4 all others. Cash to Ex. Trophies to others. All classes. 6921 Huron St., Denver, Colo. 303/443-0825.

BRRMC/SRAC MX
Coal Creek Raceway, Lafayette, Colo. I-25 N out of Denver to Hwy. 7, W on 7, 4 mi. Gate is on Hwy. 7. 9 am start. Entry $6 Ex., $4 all others. Cash to Ex. Trophies all others. 6921 Huron St., Denver, Colo. 303/443-0825.

1st & 3rd Sunday

STREET RIDE
From Triumph Suzuki of Pomona, CA on Holt Ave., btwn. Towne Ave. & Indian Hill Blvd. Sunday rides to anywhere, any freeway legal m/c welcome. 714/623-4431.

CMC MX
Sand Hill Ranch. From Concord, March Creek Rd. to Camino Diablo. First ranch on Camino Diablo. First moto 9 am. Entry $8, $15 Ex. 100% p.b. to Ex. 30% trophies. 100% trophies to minis. Rt. 2, Box 143 C, Brentwood, CA 94513. 415/634-3328.

HRA TT & HALF MILE
395 Cycle Park, on Hwy 395, Adelanto, CA. Sign up 8:30-9:30 am. Entry $3 non-memb. Gate $2. No memb. req. Free camping. 25% same day brass. Sil. req. Minis to Pro. 714/246-6109.

2nd & 4th Sundays

TT SCRAMBLES
Valley Cycle Park., Hwy. 23 & Tierra Rejada Rd., S of Moorpark, CA. No cards req. All classes. Must have sil. & number plts. Ex. p.b. Prac 9 am, race 10. 805/529-9546.

HRA MX
395 Cycle Park, on Hwy 395, Adelanto, CA. Sign up 7:30-8:30 am. Entry $4. Gate $2. No memb. req. Free camping. 40% same day brass. High Schools scored separately for pts. trophy and perpetual trophys for all hi-desert. 714/246-6109.

1st, 3rd & 5th Sun.

BICYCLE MX
Saddleback Park, Orange, CA. Prac. 12:00, race 1. Entry $1 memb., $1.50 non-memb. All new track & super trophies. Saddleback Bicycle Club. 213/597-0478, 714/639-5832.

4th Sunday

SRAC TT
Lafayette, Colo. 16 mi. N of Denver. Take I-25 N out of Denver to Hwy 7, W 4 mi., gate on L of Hwy. 7. 11 am start. $5 A riders, $3 B, Nov., mini, PP. 303/427-2851, 443-0825.

MOTOCROSS
De Anza Park, E of Riverside, CA on Hwy. 60, Theodore exit. Sign up 7:30 am, race 9. 714/735-1301, 653-2633.

2nd, 3rd & 4th Sun.

ATLANTIS PARK
Atlantis Park, Garden Grove, CA. Btwn. Magnolia & Brookhurst in GG. No memb. fee, no gate fee. $4 per entry. 83cc max. Sign up 8:30-9:30 am. 714/839-2539.

Every Wednesday

R.A.C.E. HALF-MILE
With TT & Short Track alt. wks. Corona Rcwy., Corona, CA. Off Hwy 91. All classes, mini-Open. 30% brass. Open 5:30 pm, race 7:30. 714/735-1705.

OPEN MX PRACTICE
Orange County Int. Raceway, Irvine, CA. Take Sand Cyn. Ave. off ramp. Hwy. 5. Open 3-10 pm. Entry $2 per bike. Fully prepared track under the lights. 714/559-0580.

Every Thursday

HIGH SCHOOL MX
Orange Cty. Intl. Raceway. Sand Cyn. off ramp off I-5. Gate open 5 pm, race 7. OCIR MX, P.O. Box 2455, Orange, CA 92669. 714/559-0580.

Every Friday

R.A.C.E. HSMX
Corona Rcwy., Corona, CA off Hwy 91. Only schools invited may enter. $3 entry. Open 5 pm. Race 7. 714/689-1913.

NMA NIGHT MINI MX
Indian Dunes, Valencia, CA. Sign up 6:30 pm.

R.A.C.E. MX
Corona Raceway, Corona, CA. Hwy 91 to Magnolia or Pierce. Memb. not req. Prac. 6:30 pm, race 7:30. Entry $3 memb. Racing on separate course from HSMX course at same time. Watch both for $2.50. P.O. Box 388, Corona, CA 714/735-1705.

D-36 INDOOR ST
Championship Series. Sonoma Cty. Fairgrounds, Santa Rosa, CA. Sportsman & mini. Ride or pit $3.50. 100% p.b. less 50 cent ins. fee. Spec. $2.50. Quiet muff. req.

AMC NIGHT MX
Orange Cty. Intl. Raceway. Irvine, CA. 200% Pro p.b. 30% brass. Entry $6, all cl., non-memb. $2 extra. $3000 rider med. cov. Open 5 pm, race 7:30. 714/532-3923.

CMC NITE MX
Irwindale Raceway, Irwindale, CA. Gate open 4:30-6:30 pm., prac. 6-7, race 7:30. Entry $6 inc. admission. No gate fee for riders. Spec. $3 adults, $2 13-16 yrs., $1 8-12 yrs. Under 8 free. $3000 rider med. cov. Post entry only. 714/557-3323.

Every Saturday

CMC NIGHT MX
Woodburn Dragstrip. 1½ mi. W of Woodburn, OR. I-5 exit. 100% Ex. p.b. Open 5 pm, race 7. 503/654-1369, 982-4461.

MOTOCROSS
Escape Country, Trabuco Cyn., CA. San Diego Fwy., El Toro exit, E. 13 mi. First day thru Open classes. Memb. rqd. Open 7 am, race 9. 714/586-7964.

MOTOCROSS
De Anza Park, E of Riverside, CA on Hwy. 60, Theodore exit. Sign 7:30 am, race 9. $5 all classes. 714/653-2633, 735-1301.

S.A.M. MX
Saddleback Park, Orange, CA. No memb., no mail entry. $6 post. Ex. 2x40 min. motos, others 3x20 min. 100% Ex. p.b. Open 7 am. 714/979-9233.

S.A.M. HSMX
Corona Raceway, Corona, CA. Pit gate open 8:30 am, prac. 9, race 10. 30% trophies awarded following wk. 714/735-1705.

MOTOCROSS
Carlsbad Raceway, Carlsbad, CA. Two 25 min. Ex. motos. 30 min. prac. Open 7:30 am. Tech. insp. & racing begins 9:30 am. Rolf Tibblin MX Club. 714/724-8091.

PERRIS RACEWAY
Perris, CA. Information for racing and practice. 714/657-3678.

D-36 INDOOR ST
Championship Series. Sonoma Cty. Fairgrounds, Santa Rosa, CA. Sportsman & Semi Pro. Entry $5.50. 100% p.b. less 50 cents ins. fee. Spec. $2.50. Quiet mufflers req.

TT SCRAMBLES
Elsinore Raceway, Elsinore, CA. Hwy 71 & Lugona Ave. Ride/watch $3/$1.50. Sil. rqd. Camp free & prac. Sunday $1.50. Sign 6, race 8. 714/826-2386, 674-5383.

BICYCLE MX
Corona Raceway, Corona, CA. Fwy. 91 to Magnolia or Pierce off ramp.

R.A.C.E. MX
Corona Raceway, Corona, CA. Gate open 8:30 am, prac. 9, race 10. Memb. not req. $4 memb. $6 non-memb. $2 spec. $8 Ex. 100% p.b. to Ex. 30% trophies all classes. 714/689-1913.

S.A.M. HSMX
Ascot Park, Gardena, CA. Vermont Ave. btwn. 190th & Artesia Blvd. in Gardena. Mem. req. S.A.M. High School qual. for Super Bowl of H/S MX. Entry $5. Gate opens 10 am, race 1 pm. 18300 S. Vermont, Gardena, CA 213/321-8859, 321-8863.

Every Monday

TYPEWRITER RACES
Every Monday at 2499 Cerritos Ave., Long Beach. Four entrants, no spectators. Lack of crowd control leads to intolerable risk of spectator injury. Results announced on Tuesday.

BIGGIES & SCHEDULES

1975 AMA American Indoor Short Track Championship Series

1/25	Indiana St. Frgnds. Coliseum
2/10	Omni Stadium Atlanta, GA.

Provisional 1975 AMA Nat'l Enduro Schedule

February 23	Nashville, Tenn. (Little Harpeth)
March 23	Washington Cty., Va. (Lonesome Pine)
	Los Padres Nat'l For. Cal. (Red Garter)
April 6	Whitlings, N.J. (Curley Fern)
13	Delta, Ohio (Fallen Timbers)
20	Post, Tex. 125 Mi.
27	Forest Hill, Ca. 100 Mi.
May 4	Shelby, Ind. (Burr Oak)
June 8	Olympia, Wash. (Black Hills)
15	Harrison, Mi. (Porcupine)
22	Backus, Minn. (Foothills Classic)
September 14	Talladega, Al 100 Mi.
21	Lawrence, Kans. 100 Mi.
28	Chatsworth, N.J. 150 Mi.
October 5	Lynville/Warrick City, In. (Black Coal)
19	Pecotonica, Ill. 125 Mi.
26	Apalachicola Nat. For., Fla. 150 Mi.
26	Stonyford, Ca. 100 Mi.
November 2	Fort Hood, Tx. 125 Mi.
9	Barstow, Ca. 125 Mi.
16	Central Village, Ct. 125 Mi.
23	Klamath, Ca. 125 Mi.

U.S. ISDT Qualifiers

March 15-16	Sunland Shamrocks Sunland, Cal.
May 3-4	Motorcycle Activities Clb. McMinnville, Ore.
10-11	Pacific NW Trials Assn. Weston, Ore.
31-J1	Potosi MC Potosi, Mo.

SoCal Custom Motorcycle & Car Shows, 1974-75

2/21-23 1975	Warren Shwgrds. S. Barbara, CA
3/14-16 1975	Cmm'ty Conc'se. San Diego CA
4/18-20 1975	Sports Arena Los Angeles, CA

1975 U.S. National Championship Observed Trials Series

May 24	Southern California
May 31	Washington
Jul. 27	Ohio
Aug. 23/24	Colorado
May 26	Northern California
Jul. 26	New York
Aug. 2	Minnesota
Aug. 30	Texas
Sep. 1	Oklahoma

CALENDAR

Calendar listings are a free Cycle News service. Check on an event by calling the phone number listed before going. Information, changes, and cancellations are the sole responsibility of the promoters. All information MUST be in writing. We will not accept calendar items without the name and current phone number of the person sending us the information. We are absolutely not responsible for any information given over the phone. We reserve the right to edit all calendar listings and to reject information not meeting our guidelines. All calendar items must arrive by noon Thursday for the following week's issue.

Wednesday, Feb. 5

LAND USE MEETING
Oregon Dunes Nat. Rec. Area Advisory Council meeting. 10 am in Reedsport, Ore. Meeting held in conference room of National Rec. Area headquarters. Meeting open to public. Notify Marne Irwin, 855 Highway Ave., Reedsport, Ore. 97467. 503/271-3611.

Thursday, Feb. 6

NORTHWEST INDOOR CHAMPIONSHIP
Memorial Coliseum, Portland, Ore. Sanc. by AMA. Purse over $3000. Pro riders from Ore. Calif. Washs& Idaho. Box 11143, Portland, Ore. 97211. 503/285-7060.

February 7-8-9

PORTLAND MOTORCYCLE SHOW
Memorial Coliseum, Portland, Ore. Everything for the motorcycle enthusiast. Factory commercial booths and local dealer participants. Northwest Indoor Championship races held on Thurs. Feb. 6 in arena of Coliseum. P O Box 11143, Portland, Ore. 92711. 503/285-7060.

Friday, Feb. 7

INDOOR ST
Benton Cty. Fairgrounds, Corvallis, OR. 70 mi. S of Portland. (NW riders challenge all comers). Sign up 6 pm, race 8. Entry $5. $500 guar. or 30%. This race next nite after Portland Coliseum series. 1/10 mi. dirt. Bring your dirt tires. 503/753-0923, 926-1126.

Saturday, Feb. 8

MOTOCROSS
Palm Springs High School Football Stadium, Palm Springs, CA. Start 10 am. Palm Springs students only. 714/327-9532.

CMC MOTOCROSS
Argyll Park, Dixon, CA. 11 mi. S of Dixon, St. Hwy. 113. Gate open 6:30 am, prac. 7:30, race 9. Entry $6 mail, $8 post, Ex. Pro. $15 post only. 100% p.b. Ex. pd. heat winners. 30% trophies. P.O. Box 601, Dixon, CA 95620. 916/678-3592.

Sunday, Feb. 9

D-36
ROUGH SCRAMBLES
Pioneer Arena, Rodeo Grounds, Oakdale, CA. Pioneer Ave. S off Hwy 120 between Escalon & Oakdale. Sign up 7:30-10:30 am, prac 9-11, race noon. Entry $3.50 inc. ins. $2.50 watch, 50 cents under 12. Oakdale MC 9600 Pioneer Ave., Oakdale, CA. 95361. 209/869-1457.

CMC TT SCRAMBLES
Sand Hill Ranch, CA. Hwy. 580 to Vasco Rd. N on Vasco 17 mi. to Camino Diablo. turn R 1 blk. to track. Gate open 7:30 am, sign up 8-10, race 11. Entry Ex. $10, others $5, spec. $2. CMC lic. req. Ex. p.b. 30% trophies all others. Rt. 2, Box 143 C, Brentwood, CA 94513. 415/634-3328.

DRAG HILL CLIMB
De Anza Cycle Park 10 mi. E of Riverside on Hwy 60-take Theodore off ramp. Track is located at W end of airport. All classes. Open 7:30 am, race 9. $5 entry, $2 gate. 805/967-5313.

CRC MOTOCROSS
De Anza Cycle Park. 30% trophies same day. Cash to Pros. Gate open 7 am, prac. 8-9, race 9:30. 213/870-7519.

D-36 SEMI PRO MX
Sacramento Raceway, CA. Hwy. 50 E to Bradshaw Rd., go S to Hwy. 16, E to Excelsior Rd., N on Excelsior to race. Limed from Bradshaw Rd. Gate open 6:30 am, sign up closes 8:30, prac. 7:30-8:30, race 9. Entry $6 mail, $8 post. Ex. $10 post. No minis or PP. 100% p.b. Mail entry by Feb. 1, 5305 Excelsior Rd., Sacramento, CA 95826. 916/363-2653.

AME MOTOCROSS
Indian Dunes, Valencia, CA. Memb. req. Prac. 7:30-8:30, race 9. Entry $8 mail, $10 post. Ex. $12 mail, $15 post. 100% p.b. 50% trophies to Sptsmn. $600 purse pays 1st, 2nd, 3rd. P.O. Box 1421, Reseda, CA 91335. 213/881-5778.

SEMI PRO SCRAMBLES
Salinas Airport, Hwy 1 & Airport Blvd. D-36 rules. Sign up 8 am, prac 10, race 12 noon. $3 watch/ride, $5 Ex. 100% p.b. Mini prog. too. 408/899-2401, 394-6276.

D-36 BENEFIT ROUGH SCRAMBLES
Auburn Dist. Fairgrounds, CA. Gate open 7:30 am, sign up 7:30-11, prac. 10-11, race 11:30. Pit gate $2.50 + $1 to ride, 2nd bike $2.50, spec. $2. AMA card req. All classes. 36 in. brass. Auburn M/C. 916/885-2746, 885-5973.

D-36 HARE SCRAMBLES
Marysville, CA. Under the Tenth St. Bridge. Gate open 7 am. Call for sign up & start time. All classes, inc. minis. Entry $6, Spec. $2. Yuba Sutter M/C, P.O. Box 809, Yuba City, CA 95991. 916/673-9681, 743-4224.

MOTOCROSS
Rawhide Park, Elsinore, CA. Hwy. 74 Elsinore, 2¼ mi. off Hwy. 71. Gate open 7 am, prac. 8, race 9. Entry $5 post, Ex. $10, gate $3. 100% p.b. to Ex. 30% trophies all others. Rawhide Racing Assn. 20301 Riverside St., Perris, CA 714/689-0871.

RAWHIDE MX TEAM RACE
Rawhide Park, Elsinore, CA. Entry $6 per rider. Each class races 2 hrs. 30% trophies. 714/689-6114.

CMC MOTOCROSS
Carlsbad Raceway, Carlsbad, CA. Gate open 6:30 am, sign up 6:30-8:30, prac. 7:30-8:30, race 9. J/I entry $7 mail, $10 post. Pro $12 mail, $15 post. Mail entry mut be rec. by Fri. am before event. CMC lic. req. $3000 med. cov. P.O. Box 1402, Costa Mesa, CA 92626.

Tuesday, Feb. 11

LAND USE MEETING
California Advisory Committee to U.S. Forest Service. Rm. 539, 630 Sansome St., San Francisco, CA. Public participation welcome, oral or written statements can be made by advance arrangement, call 415/556-4310.

Wednesday, Feb. 12

PUBLIC LAND USE MEETING
Schnell School, Porterville, CA. 7:30 pm. Agenda-ORV planning for Eldorado Nat'l Forest. Public welcome. Bikers, BE THERE!

Thursday, Feb. 13

DESCHUTES NT. FRST. ADVIS. COMM. MEETING
Elmer's Pancake & Steak House, Bend, Ore. Starts 6:30 pm, program 8. Subject to be discussed, "Environmental Impact Reporting Past, Present & Future." Presented by Earl E. Nichols, Forest Super.

Friday, Feb. 14

AMA AMATEUR HALF MILE
Ascot Park, Gardena, CA. 18300 Vermont, Gardena. 90247. Racing starts 8 pm. For info. call 213/321-1610, 323-9710.

February 15-16

ECRA GRAND PRIX
Escape Country, Trabuco Cyn, CA. San Diego Fwy to El Toro Rd. N past O'Neill Park to Escape Country. $8.25 mail entry, $12 post. Start 9 am both days. Postmark determines starting position. Mail entries close Feb. 5. Hilltoppers MC 6340 Indiana Ave. Long Beach, CA 90805. 213/432-8129.

S.A.M. HSMX
Carlsbad Raceway, Carlsbad, CA. Entry $10 (takes care of both days). Pit gate open 8 am, prac. 8:30, race 9:30. 30% trophies awarded following wk. 714/744-2161.

Saturday, Feb. 15

INDOOR SHORT TRACK
Benton Cnty. Fgds., Corvallis, OR. Classes to 360cc & minis. Sil. rqd., 3 plts., covered pegs. No knobbies. Sign 6:30 p.m., race 8. 503/753-0923 or 926-1126.

MARATHON
Stockton Fairgrounds. Main parking lot, corner of Charter Way & Airport Way, Stockton, CA. Start 10 am. Entry $8. 2 man, 1 bike, 4 hr. marathon. You bought it you ride it. One class only. Gate open 9 am. Adm. $2. Stockton Scramblers. 209/463-2338.

CMC MOTOCROSS
Argyll Park, Dixon, CA. 11 mi. S of Dixon, St. Hwy 113. Gate open 6:30 am, prac. 7:30, race 9. Entry $6 mail, $8 post, Ex. Pro. $15 post only. 100% p.b. Ex. pd. heat winners. 30% trophies. P.O. Box 601, Dixon, CA. 95620. 916/678-3592.

Sunday, Feb. 16

SOBOBA 5th ANNUAL GP
Soboba MC Inc. P O Box 163, San Jacinto, CA 92383. Entry $15. Post entry if avail. $35. Only official Soboba MC entry blanks accepted. Limit 400 riders. Entries accep. Dec 5-Jan 20. 714/925-2607.

MOTORCYCLE SWAP MEEET
Rose Bowl, Pasadena, CA. Anyone can be a seller! Clean out your spare parts & make extra cash. 24 hr. info. 213/588-7310.

CRC MOTOCROSS
Indian Dunes, Valencia, CA. International track. 30% trophies same day. Cash to pros. Gate open 7 am, prac. 8-9, race 9:30. 213/830-7519.

Official AMA Grand National Championship & Camel Pro Series Schedule

Date	Location	Race Type	Purse
Mar. 9	Daytona Int. Speedway Daytona Beach, Fla.	RR	$67,000
Apr. 12	Texas Stadium Dallas, Texas	S-T	$14,000
May 18	Santa Clara Fairgrounds San Jose, Calif.	Mile	$16,000
Jun. 1	Road Atlanta Gainesville, Geor.	RR	$27,000
Jun. 7	Louisville Downs Louisville, Ken.	H-M	$16,000
Jun. 14	Delaware St. Fairgrounds Harrington, Del.	H-M	$14,000
Jun. 22	Ohio St. Fairgrounds Columbus, Ohio	H-M	$16,000
Jul. 12	Mt. St. Helens MC Grnds. Castle Rock, Wash.	TT	$15,000
Jul. 26	Ascot Park Gardena, Calif.	TT	$14,000
Aug. 3	Laguna Seca Raceway Monterey, Calif.	RR	$27,000
Aug. 10	Peoria MC Grounds Peoria, Ill.	TT	$15,000
Aug. 15	Santa Fe Park Chicago, Ill.	S-T	$14,000
Aug. 17	Vigo Cty. Fairgrounds Terre Haute, Ind.	H-M	$14,000
Aug. 23	Indiana St. Fairgrounds Indianapolis, Ind.	Mile	$16,000
Sep. 7	New York Fairgrounds Syracuse, New York	Mile	$16,000
Sep. 13	Toledo Raceway Toledo, Ohio	H-M	$14,000
Sep. 21	Santa Clara Fairgrounds San Jose, Calif.	Mile	$16,000
Sep. 27	Ascot Park Gardena, Calif.	H-M	$14,000
Oct. 5	Ontario Motor Speedway Ontario, Calif.	RR	$40,000

25 Hi-Mountain Enduro

100 miles

March 2 - Entries close Feb. 20

Entries limited to 500, by drawing
Starts east of Santa Margarita on Hwy 58.
$10 individual, $11 per rider team.
MUST BE STREET LEGAL & have spark arrestors

Send two self-addressed, stamped envelopes with entry to:
Poly Penguins, ASI Box 111, Cal Poly, San Luis Obispo, CA

info: Kelly 805-544-8831 evenings
Dave 805-543-8941 evenings Luke 805-544-4460 evenings

Ride With The Best

Continental Moto-Sport Club

1st and 3rd SUNDAYS - SADDLEBACK
Jrs., Inter.:$7 mail, $10 post; Pros: $12 mail, $15 post - 100% payback Gate opens 7:30, sign-up 7:30-8:30, practice 8:00-9:00, first event 9:30

2nd and 4th SUNDAYS - CARLSBAD
Jrs., Inter.:$7 mail, $10 post; Pros: $12 mail, $15 post - 100% payback Gate opens 6:30, sign-up 6:30-8:30, practice 7:30-8:30, first event 9

ALL 5th SUNDAYS - SADDLEBACK
EVERY FRIDAY NIGHT - IRWINDALE
EVERY WEDNESDAY - ASCOT MAY 7

CMC LICENSE REQUIRED $7.00 PER YEAR

$3000.00 MEDICAL INSURANCE

CMC NO.1 RECEIVES NEW VAN!!

CMC Box 1402
Costa Mesa, Ca.
(714) 557-3323 MON-FRI 10am-3pm 92626

DRA Desert Racing Assn. Hare Scrambles

2 x 30 mile loops * Beg-Nov-Am-Ex

$300 Purse

$100 Overall, $50 2nd, $25 3rd
$50 1st Amateur, $25 1st Novice
$25 to remaining 2 bike sizes

February 16

20% Trophies — Finisher Pins — DRA Points — Sign Up Sat. & Sun. a.m. — Start 9:30 a.m. — Complete four wheel rider and bike recovery. No Charge. — Limed No. of Four Corners, Fremont Peak area, Hwy 395 rt. side. S.C.A.T. radio — 4 wheel Ambulance, catering, photos.

714-373-4647

Who did how? Read Results.

ride silent

A.M.E. American Motocross Enterprises

AME Race Schedule

Membership required.
$3,000 medical insurance

1st & 3rd Sunday-DeAnza Park
2nd Sunday-Indian Dunes
Friday night racing at
Indian Dunes starts March 7th

info: 213-881-5778

AMC

Race Schedule

Feb. 9 — Saddleback
Feb. 16 — Rawhide
Feb. 23 — Saddleback
Mar. 2 — Carlsbad

Info: 714-532-3923

Every Friday Night
Motocross
O.C.I.R.
AMC

CALENDAR

D-36 SAWMILL ENDURO
Championship Event. Upper Lake, CA. C.C. Camp. Lic. plate or Off Rd. Sticker req. Spk. arres. req. No Powder Puff! Entry $8, 3-man team $3. Enclose 3 sase. Entries close midnight Feb. 9. Public drawing Jan. 12 1 pm. NBMC Club House, 2246 Woolsey Rd. Fulton, CA. Mail entries to North Bay MC 415 Davis St. Santa Rosa, CA. 95401. 707/823-4993, 838-2731, 795-0313.

D-37 HARE SCRAMBLES
29 Palms, CA. Marked from 29 Palms on Hwy. 62 approx. 40 mi. 10 am start, $6 entry. Fantastic new race area. Desert MC. 5192 Princeton, Westminster, CA. 213/355-6078.

DRA HARE SCRAMBLES
Fremont Peak, Cuddyback area. Limed from 4/Corners, Hwy. 395 R side. 2x30 mi. $300 purse, $100 to Overall. 20% trophies, fin. pins. All classes, DRA pts. 714/373-4647Start9:30 am

ITA TRIALS & TRIALS SCHOOL
Saddleback Park, Orange, CA. Sign up 9 am, school 10, competition 12. You may sign up at 11:30 & ride Trials only. $5 for club memb. $7 non-memb. Free schools for memb. $2 non-memb. P O Box 2155, Orange, CA. 92669.

SEMI PRO MX
Helvetia Park, West Sacramento, CA. Harbor turn off, off Hwy. 80, 7 mi. along river. Gate open 6:30 am, race 9. Entry, Nov/Int $6/$8, Pro $15. 30% trop. 120% p.b. B.O.S.S./CMC. 2438 El Lujo Wy., Rancho Cordova, CA 95670. 916/362-2796.

ATA TRIAL
Rancho Bernardo, CA. From Escondido, CA go S on Hwy 395 to Rancho Bernardo Dr. go E on Rancho Bernardo to Pomerado Rd. L on Pomerado and follow signs to winery. Sign up 8 am, riders meet 10. $5 entry. San Diego Trials Riders. 714/747-5441, 448-1661.

SRA CALICO ENDURO
Limed from central Barstow. 65 mi., 2 loops, all classes. "C", girls & minis go 1 lap. Decals, goodies, pins & 20% brass. 213/320-1015.

MOTOCROSS
Edwards AFB, CA. Antelope Valley Fwy. to Rosamond. Rosamond Blvd., to Edwards Corner, Forbes & Lancaster Ave. Sign up 8-9 am, race 10. Entry $5. Same day brass. No Pro class. Desert Wheels MC, PO Box 37, Edwards AFB, CA. 93523. 805/258-4250.

CMC MOTOCROSS
South Bay Park Speedway, Otay Mesa, Chula Vista, CA. Pit gate open 7 am, race 9-4:30. New 1 mi. MX course. 10 & 12 lap motos. Spect. adm. $3 adult, $2 Jr., $1 kids. 714/420-7414.

MOTOCROSS
Fly-n-Raceway, Thermal, CA. Indio Blvd. to Hwy. 86, L on Airport Blvd. Start 9 am. Entry $5. 2 ft. gold. Camping. All classes. 81375 Fuchsia Ave., Indio, CA 714/347-3185.

MOTOCROSS
Sage Park, CA. Hlfwy. btwn. Red Mountain & Ridgecrest on Hwy. 395. Gate open 7 am, sign up 8, race 9. Entry $5. All classes. Free gate for Hacks. P.O. Box 1266, Ridgecrest, CA 93555. 714/446-3874.

CMC MOTOCROSS
Saddleback Park, Orange, CA. Gate open 6:30 am, sign up 6:30-8:30, prac. 7:30-8:30, race 9. Entry J/I $7 mail, $10 post. Pro $12 mail, $15 post. Mail entry must be received no later than Fri. a.m. before event. CMC lic. req. $3000 med. cov. P.O. Box 1402, Costa Mesa, CA 92626.

D-37 MOTOCROSS
Valley Cycle Park, Moorpark, CA. Sign up 7 am, prac. 8, race 9. $5 post entry only. 2 twenty min. motos. Gripsters MC. 714/778-6700.

Sunday, Feb. 23

CMC BENEFIT MX
Carson City, NV. "Prison Hill". 1 mi. E of T-Car Speedway. Sign up 7:30-9:30 am, prac. 8:30-9:30, race 10. Entry $2 gate, $6 ride. Mike Lott benefit. All classes (no minis). 2262 N. Carson St., Carson City, NV 702/882-2555.

CMC B.O.S.S. MX
Argyll Park, Dixon, CA. Semi-Pro event, 120% cash to Pros. CMC lic. req. Gate open 6:30 am, race 9. All classes. Entry PeeWee $3, N/I $6 mail, $8 post, Pros $15 post only. 30% brass to sptsmn. Entry to 2438 El Lujo Wy, Rancho Cordova, CA 95670. 916/362-2796.

CMC MOTOCROSS
Carlsbad Raceway, Carlsbad, CA. Gate open 6:30 am, sign up 6:30-8:30, prac. 7:30-8:30, race 9. J/I entry $7 mail, $10 post. Pro $12 mail, $15 post. Mail entry mut be rec. by Fri. am before event. CMC lic. req. $3000 med. cov. P.O. Box 1402, Costa Mesa, CA 92626.

MOTOCROSS WINTER SERIES II
Seard Point Intl. Raceway., Jct. Hwy. 37 & 121, Sonoma Cty. Start 8 am. Nov. entry $8, Ex. $15. Spec. $3. No mail entry. $500 guar. purse Ex. 100% natural terrain. 707/938-4741.

CMC MARATHON
Sand Hill Ranch, CA. Hwy. 580 to Vasco Rd., N 17 mi. to Camino Diablo Rd., turn R, 1 blk. to track. Gate opens 7 am, first race 9 am. Minis $5 entry, others $6 mail, $8 post. Must sign up ½ hr. before race. 2 hr., 1 or 2 men/1 mach. Minis, 45 min. Rt. 2, Box 143 C, Brentwood, CA 94513. 415/634-3328.

BELLY ACRE ENDURO
7 mi. E of Muskogee, Okla. on Hwy 10 going toward Braggs, Okla. Follow signs to start area. All classes. Entry $10, will be accepted by mail till Feb. 10. Riders meet 7 am, start 8:01. Send 20 cent sase envelope to Belly Acre Enduro, PO Box 1705, Muskogee, OK. 74401, 918/682-0588.

Sunday, Mar. 2

D-37 HI MOUNTAIN ENDURO
500 riders, street legal, sil. & spk. arr. req. $10 entry per rider, team $1/rider extra. Entries close Feb. 10. Write for entry form. Penguin, A.S.I. Box 111, Cal Poly, San Luis Obispo, CA 93407. 805/543-8941, 544-8831.

D-37 COYOTE DERBY ENDURO
Approx. 100 mi., two loops. C riders one loop. Limed/marked N on Hwy 395 from 4 Corners, CA. to Cuddeback Dry Lake area. Entry & 2 sase to Chaparrals MC, PO Box 1004, Los Alamitos, CA. $8 mail plus $1/rider teams. $10 post. Pub. dwg. Feb. 17, BJ's, 3291 E. Mira Loma, Anaheim, CA. 213/430-3326.

March 14-15-16

MINI MINT
World Championship Cross Country Minicycle Team Race. Las Vegas, NV. $20 per team, MRAN $10 per team. Write for entry blank & rules. Entry closes Mar. 1. So. Nev. Jackrabbits & Mint Hotel. P.O. Box 5434, Las Vegas, NV 89102. 702/876-0220.

Sunday, Mar. 23

4th ANNUAL RED GARTER ENDURO
125 mi. Nat. Championship Enduro. Balinger Cyn., Los Padres Nat. Forest. Marked from Hwy. 166 & 33 near Maricopa, CA. Entries open Feb. 1, close Mar. 9. 500 rider limit. Pub. drawing Mar. 12, 8:30 pm., 12937 Venice Blvd., L.A. 4 riders per min. 2-loops, C-riders, 1-loop. Start 7 am. Entry $8 + $1 per team memb. 2 sase & std. entry to Dirt Diggers MC 4601 W. Imperial, Inglewood, CA 90304. 213/673-0306.

WHEN IN DOUBT GASSIT!

FREE CALENDAR LISTING

All events must be received by noon Thursday to appear in the upcoming week's Cycle News. No listings can be accepted by phone. Fill out blank at right and mail to: Cycle News CALENDAR, P.O. Box 498, Long Beach, Ca. 90801.

Date of Event _____ Time of event _____

Type of event *(TT, MX, Enduro, etc.)* _____

Entry fee _____ Sanction _____

Location _____

Mailing address _____

How to get there _____

Additional information _____

Your name _____

Number to call for info *(with area code)* _____

RESULTS

AMA D-37
Powder Puff Div.
Desert Clubs
Point Stdg. 1974

1. Desert Daisy's
2. Desert Barons
3. Huntington Beach MC
4. Santa Barbara Starters
5. Vikings
6. San Gabriel Valley MC
7. Cactus Cats
8. Invaders
9. Desert Turtles
10. Dustmakers
11. Rovers
12. Antelope Ramblers
13. End Does MC
14. Desert Zebras
15. Buzzards
16. Checkpoints
17. Prospectors
18. Maywood MC
19. Lost Coyotes MC
20. Soboba
21. San Bernardino V MC
22. Victors
23. The Club
24. Desert Foxes
25. Los Conejos

Dist. 35 AMA 1974
Point Standing List
Ending Nov. 30, 1974
Scrambles

MINI
1. Mike Garison
2. Rodney Sullivan
3. Jeffrey Gonzales
4. Mark Wilder
5. David Marrs
6. Mike Leming
7. Duane Daily
8. Todd Parker
9. Robert R. Taylor
10. Don Howard
11. Kevin Smith
12. Danny King
13. Terry Sanderson
14. Dana Beckett
15. Kurt Wilder
16. Richard Sing
17. Pete Shuklian
18. Bryan Rhoades
19. Todd Weisenberger
20. Johnny Alexander
21. Paul Rhoades
22. Clifford West
23. Craig Braid
24. Charles Jorgensen
25. Billy Hartman

LIGHTWEIGHT
1. Doug Garrison
2. Roy Sharp III
3. Mike Garrison
4. Rick Delgado
5. Kipp D. Cox
6. Frank Adamo
7. Mike Stafford
8. Bill Linenbach
9. Ricky Hicks
10. Mike Woods
11. James Gardner
12. Shell Borden
13. Dan Lafferty
14. Bud Sturgill
15. Darlon Wilder
16. Mike Graham
17. Grant Salyers
18. Greg Gaddie
19. David Sharp
20. Ken Parker
21. Ron Crabtree
22. Jim Bell
23. Joe McDaniel
24. Willis Pritchett
25. Tom Boles

BANTAM
1. Rick Delgado
2. Jim McIntyre
3. Sam Mathews
4. Gary Clark
5. Duane Snell
6. Mark Powers
7. Eddie Mascorro
8. Derek Land
9. Darren Pritchett
10. Mike Woods
11. Tim Clark
12. Curt Lange
13. Mike Graham
14. Kenneth Kemp
15. Scott Galloway
16. Ricky Hicks
17. Melvin Kemp
18. Bill Johnson
19. Ronald Sing
20. Danny Jones
21. Kirk Smith
22. Richard Horton
23. Bob McDaniel
24. Robert R. Taylor
25. Doyle Sewell

HEAVYWEIGHT
1. Doug Garrison
2. Don Roberts
3. Dave Baker
4. Ray Comer
5. Rick Zimmerman
6. Ted Brase
7. Rick Vaillaneuva
8. Mike Allen
9. Mike Van Dyke
10. Bud Wall
11. Morris Renaud Jr.
12. Darrell McCaulley
13. Mike Keener
14. Carrol Jackson
15. Lyle Moore
16. Bill Johnson
17. Frank Adamo
18. Jack Rothstein
19. Richard Pereira
20. John Edwards
21. Steve Martin
22. Alfred Alba
23. Steve Burford
24. Jimmy Jung
25. Steve Correia

Dist. 35 AMA 1974
Point Standing List
Ending Nov. 30, 1974
Motocross

MINI
1. George Holland
2. Curtis Downes
3. Bobby Perry
4. Jon Nelson
5. Brett Cross
6. Steven Morales
7. Andy Montijo
8. Fred Perry Jr.
9. Rod Roth
10. Mark Nelson

LIGHTWEIGHT
1. Scott Hardesty
2. Dennis Brand
3. Mike Barnett
4. Billy Woods
5. Clarence Derrick
6. Jim Franklin
7. Marvin Daves
8. Mark Franklin
9. Bill Carter
10. Mike Knopt
11. Jim Vaugham
12. Daniel Hill
13. Mark Taylor
14. Les Kazarian
15. Mark Tracy
16. Jay Haroutunian
17. Jimmy Flowers
18. Bruce Lindquist
19. Bob Guglielmelli
20. Ralph Allen
21. Mike Martin
22. Brad Baker
23. Gene Kaprelian
24. David Holland
25. Dan Hirtle

BANTANWEIGHT
1. Sam Holland
2. Tim Worth
3. Rick Worth
4. Pat Barnett
5. Bret Ferguson
6. Vincent Clark
7. Scott Karl
8. Mike Wickersham
9. Tom Niggli
10. Johnny Rogers
11. Steve Parker
12. Greg Reck
13. Randy Benda
14. Kevin Crawford
15. Bob Haroth
16. Craig Little
17. Randy Johnston
18. Rocky Jones
19. Jim Flowers
20. Ron Beardsley
21. Kevin Ferguson
22. Bill Keese
23. Steven Brand
24. Bob McDaniel
25. Jeff Smith

HEAVYWEIGHT
1. Allen Griswold
2. Bob Griswold
3. Bob Rogers
4. Carl Nelson
5. Marvin Getchel
6. James Ferguson
7. Harvey Bakker
8. Sheldon Otto
9. Raymond Marshall
10. Robert Garcia
11. Chris Johnson
12. Gordon Smith
13. Mike Knopt
14. Wes Ayres
15. Guy Presson
16. Brad Matts
17. Gary Jones
18. Chuck Czerwinski
19. David Gaebel
20. Leonard Sweger
21. Les Kazarian
22. Bob Phebus
23. Steve Hatcher
24. Royce Denton
25. Jim Borden

Interscholastic Assn.
Of Motorsports
1975 Pt. Standings

100 NOV
1. Scott Phillips 10
2. Greg Snodgrass 9
3. Troy Arnold 8
4. Tom Odekirk 7
5. George Irwin 6

125 NOV
1. Tom Skirvin 18
2. Jim Wooten 17
3. Jerry Gatton 14
4. Terry Franks 10
4. Casey Brooks 10
4. James Lane 10
4. R. van Drimmelen 10
4. Douglas Dutton 10
9. Ken Gray 9
10. Brian Shimada 8
11. Vernon Crabtree 7
11. John Sudberry 7
11. J. Keith Reynolds 7
11. Brian Crane 7
15. Paul Minahan 6
15. Allen Shackleford 6
17. Kevin Booth 5
17. David Boaz 5
17. Fred Korff 5
17. Mike Kingsbury 5
21. Eddy Cox 4
21. Jeff Wells 4
21. Richard Snook 4
24. Steve Roberts 3
25. Tim Wilson 2
26. Richard Paris 1

125 INT
1. David Wood 19
1. Mitch Lenz 19
3. Kenny Boswell 10
3. Jon Zimmerman 10
5. Steve Reese 9
5. Tad Gumbeman 9
7. Steve Riggs 8
7. Andy Boucher 8
7. John Dangberg 8
10. Robert Norton 7
10. Ronald Favello 7
12. Mark Hilton 6
13. Larry Horn 5

125 EX
1. Danny Chandler 10
2. Darrell Schultz 9
3. Brian Manly 8

250 NOV
1. Mike Jensen 14
2. John Allum 10
3. Jerry McBraver 9
3. Kevin Booth 9
3. Brian Lozada 9
6. King Baker 8
6. Bob Bellicitti 8
8. Steve Gard 7
8. Eric Dutton 7
10. Bret Stadel 6
11. Brad Sanders 5
11. Bruce Marjenke 5
13. Robert Baker 4

250 INT
1. Bill Jamerson 20
2. Tim McKenzie 13
3. Rodney Pogue 10
4. John Alves 9
4. David Woodhall 9
6. Harold Koehler 8

OPEN NOV
1. Bill Runyon 20
2. Bert Cobler 9

OPEN EX
1. Bob May 19
2. Mike Marshall 10

R.A.C.E. MX
High School
Corona, Calif.
Jan. 24, 1975
By The Tube

MINI CYCLES
Mike Crumm Poly
Vinnie DiPadova Poly
Mark Gutebier Bloom

MINI INT
Todd Miller Poly
Bobby Hart Unat
Gino Filippi Upl

100 NOV
Ed Hubler N.V.
Mark Gutebier Bloom
Ron Rosetti Poly

100 SR
Todd Miller Poly
Ken Black Upl
Karl Hostetler Upl

125 NOV
Scott Cecil Bloom
Greg Sheets Upl
Rollie Smith Upl

125 INT
George Baker Upl
Jeff Middleton N.V.
J. Grissom Upl

125 SR
Jon Friesen Upl
Dan Hockett Upl
George Forte N.V.

175 NOV
S. Christiansen Pom
Jack Firner Upl
David Smith Poly

175 SR
Jon Friesen Upl
Jeff Middleton N.V.
Richard Abend Upl

250 NOV
Scott Cecil Bloom
Rusty Clarke Poly
Dale Wilczynski N.V.

250 SR
Tim Hoover Upl
Robt. Fudge Upl
Matt Klohn N.V.

500 NOV
Gino Filippi Upl
Roland Wood Poly
Brad Tuttle Bloom

500 SR
Tim Hoover Upl
Robt. Fudge Upl
Kevin Nemire N.V.

SCHOOL POINTS
Upland 181
Norte Vista 98
Poly 85
Bloomington 48
Pomona 26

125 JR
(Non H.S.)
Phil Gagnon Hon
Daon Duncan Hon
Scott Sheedy Hon

250 JR
(Non H.S.)
Lee Peterson Yam
Kevin Carlson Yam
Nick Nortnat Yam

500 JR
(Non H.S.)
Brad Grimmer Hus
Harold Fletcher CZ
Herman Soos Hus

R.A.C.E. MX
Corona, Calif.
Jan. 25, 1975
By The Tube

MINI CYCLES
George Olivo Hon
Joe Nist Hon
Bill Lee Hon

100 JR
Kevin Thompson Suz
Fred Armenta Kaw
Doug Fergus Yam

125 JR
Mike DePhillips Hon
Gary Scheidler Yam
Scott Sheedy Hon

125 BEG
Ken Drynan Hon
Dean Selters Hon
Rory Airheart Suz

250 BEG
Rich Barron Kaw
Todd Chapman Bul
Harold Wallace Bul

250 JR
Greg Kammerman Yam
Ed Scheidler Yam
Glenn Dick Yam

250 INT
Mike West Suz
Wayne Martin Hus
Steve Smith Kaw

500 JR
Chris Clark Bul
Gary Davis Pen
David Stephens Bul

125 SR
Willie Amaradio Hon
Barry Nackes Hon
Ward Strone Suz

S.A.M. MX
(High School)
Ascot Park
Gardena, Calif.
Jan. 25, 1975
By Tom Blattler

100cc
Danny Westergaard Yam
Rummy Cobbs Yam
Greg Tiner Suz

125 BEG DIV 1
Marty Smith Hon
Nick Storr Hon
Danny Letson Hon

125 BEG DIV 2
Joe Licciardi Hon
Dan Huizing Hon
Shawn Mahn Hon

125 JR DIV 1
Steve Moore Hon
Jeff Tomlin Hon
Ryan Helzee Hon

125 JR DIV 2
Jim Gallagher Hon
Danny Ruiz Hon
Pete Murillo Hon

250 BEG
North Hefley Mai
Dewayne Dorie CZ
Pat Jeffreys Hon

250 JR
Herbie Shelton Mai
Tom Mayfield YZ
Roger Smith Yam

125 EX
Jeff Bunn FMF
John Oswald Hon
Steve McFarland Hon

250 EX
Jeff Bunn FMF
Steve McFarland KTM
Steve Fafoya Hon

Bushnell Tanks Trials
C.A.T., Inc.
Phoenix, Ariz.

EX
Jeff Koskie Suz
Gary LaPlante Bul
Randy Clark Yam

AM
Dave Warren Mon
John Holbrook Yam
David Clark Sar

WOMEN
Connie Meade Yam
Marion Bermudez —

SR
Al Clark Yam
Don Makarov Hon
Stan Rose Mon

JR
Charles Allen Yam
Todd Ritchie Yam
Tim Ritchie Yam

NOV
Cal Miller Yam
Tom Salvato Suz
J.R. Combs Yam

ENDURO
Roy Bartoo Hon
Gary Mast Oss

Argyll Park MX
Fairfield, Calif.
Jan. 19, 1975

100 NOV
Gayland Norton
Marvin D. Woods
Dennis Stakl

100 INT
Jeff Timmerman
Keith Triplett

HIGH SCHOOL NOV
Gayland Norton
Marvin Woods
Doug Pyne

HIGH SCHOOL INT
Jeff Timmerman
Keith Plett

MINI 1
Jim Robertson
Deake Lyndall
John L. Sullivan

OLD & VETS
John Dotson
Bob Rauner

VETS
Loren Norton
Merrill Rempher
Ralph Drummer

HIGH SCHOOL NOV
Gregg Miles
Colin Brooks
Rich Paris

125 NOV
Tom Landgraf
Joe Duncan
Russ Croachwell

125 BEG
Robert Friedland
Steve Martinez
Nina Bartolocci

250 NOV
John Allum
Glen Welsh
Mike Rizzuto

250 H.S. NOV
Eric Dutton
Jolth Allum
Mike Jensen

125 EX
Danny Chandler
Michael Preston
Brian Manley

125 INT
Don Cataloupi
Mark Greene
Steve Reese

H.S. EX
Danny Chandler
Brian Manley
Ron Knave

H.S. INT 125
David Wood
Don Cataloupi
Mark Greene

250 EX
Jim Turner
Rory Ivers
Bill Rousch

250 INT
Bill Swartz
Glen Steifel
Bill Jamerson

H.S. 250 EX
Ted Rogers

H.S. INT
Chris Mattos
Bill Jamerson
Rodney Pogue

OPEN NOV
Joe Abicht
Ernie Sullivan
John Bellieth

OPEN EX
Ken Neese
Bob May

AM OPEN
Kevin Morrison
Lance McPhee

H.S. EX OPEN
Bob May

H.S. AM
Brady Farris

Motocross
Escape Country
Trabuco Canyon, Calif.
Jan. 25, 1975

MINI CLASS
David Cochran Yam

SUPER MINI 1st DAY
Clark Damron Hon
Eric Nagao Hon

SUPER MINI BEG
Alan Frazier Hon
Mark Schones Hon
John Wesoloski Hon

SUPER MINI NOV
Pete Rickertsen Hon
Steve Lyon Hon
Steve Manesse Hon

100 1st DAY
Gaylon W. Neustel Kaw
Randy Okada Yam

100 BEG
Tom Kukol Hod

100 NOV
Denny Vorndran Yam

100 INT
Mike Vasquez Hon

100 EX
Dana Warne Hon

125 1st DAY
Ron Corwin Hon
Bob Olson Hus
Steve Geyer Kaw

125 BEG
Jeff Watson Hon
Rob Lyon CZ
Darin Motoda Hon

125 NOV
Mike Sheets Hon
George Wagner Kaw
Mike Williams Hon

125 INT
Greg Barrett Hon

175 CLASS
Andy Marquez Suz

250 1st DAY
Carl Olson Hus
Rocky Bower Hon

250 BEG
Bill Schmeltz Mai
Joe Lorensen Jr. Mai

250 NOV
Gary Beadle Yam
Phil Enriquez Hon
Greg Fridell Oss

250 INT
Scott Smith Hon

250 EX
Richee Collins Mai

OPEN BEG
Michael Quibodeaut Hus

OPEN NOV
Bob Savage CZ

OPEN EX
Del Pitzer CZ

R.A.C.E.
Bicycle Motocross
Corona, Calif.
Jan. 25, 1975
By The Tube

POWDER PUFF
Kathy Alldis
Cammie Barrett
Shannon Nove

PEE WEE
Tommy Nove
Shelly Teubner
David Fogleman

SUPER PEE WEE
Chris Cook
Lonnie Trotter
Johnny Kivisto

FLYWT DIV I
Kevin Mantz
Criag Ponder
Mark Valentin

FLYWT DIV II
Kenny Mixon
Gregg Cook
Scott Davis

LTWT DIV I
Randy Buckner
Bob Benton
Arden Swanton

LTWT DIV II
Mike Slivka
Vaughan Bachman
Robert Cossey

MDLTWT DIV I
Doug Warnock
Aaron Valentin
Billy Anderson

MDLTWT DIV II
Gregg Bishop
Mark Sanchez
Curt Barrett

MIDLTWT NOV
Doug DeCamp
Travis Smith
Kenneth Allen

HVYWT
Phil Caddy
Steve Alldis
Scott Myers

SUPER
Kevin McNeal
Steve Barton
Bob Hadley

European Scrambles
Marsing Lions
Try It Again
Marsing, Idaho
Jan. 19, 1975
By Marty Gregory

125 AM
Terry Anderson Bul
Tony Naclerio Suz
Larry Buffington Hon

125 EX
Rick Jenkins DKW
Dan Muller Hon
Terry Barnes Hus

ENDURO CLASS
Steve Bisbee Hon
Tom Thorpe C-Z
Tom Schoonover Yam

MINI
Todd Points A-S
Russell Robins A-S

250 AM
Roger Dibben Hon
Bob Ham Yam
Don Knight Kaw

250 EX
Wayne Larsen Suz
Don Jenkins Pen
Doug Bowles Pen

OPEN AM
Larry Buffington Yam
Bob Hennessey Bul
Sheldon Dillon Bul

OPEN EX
Ron Rogers Suz
Mike Hollingsworth Suz
Bruce Holland Kaw

ROUTE CHECK

Inglewood To Anywhere

My van or yours — I like long, challenging trail rides and occasional racing — Call Mike — evenings (213) 672-3444. (49/4x)

RIDES GIVEN FROM SAN JOSE AREA to nearby MX races. Must be sociable and willing to pay part of expenses. Greg (408) 298-7113. (49/4x)

Buena Park To Desert Races

Share gas expense to any club races. Mine or your vehicle. Gary (714) 994-1809. (49/2x)

Anaheim to Escape Country or ?

I have a Pursang and need a ride. Will pay ½ gas. I am 15. Ask for Jim (714) 636-4711. (44/4x)

San Diego To MX Races

Have room for 1 or 2 bikes or will share expenses, to almost any motocross race. Mike (714) 222-4710. (39/4x)

Cloverdale to Local MX

Need ride; just starting racing. Will split cost. Will be racing Hodaka 100, age 15 — Ask for Eric (707) 894-5603. (1/4x)

San Diego To Desert, Baja, Or?

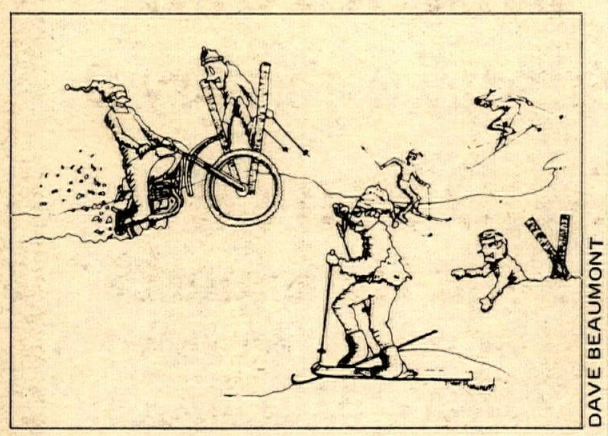
I have a 250 MX and room on a trailer. Would like to find someone, mostly during the week, for part-day or multiple day trips to desert, Baja, or local riding. Jim (714) 296-4558.

Bay Area To Florida

Production Racer needs one way ride, early February. Have three rail trailer, one bike and equipment. Will share driving and expenses. Brian at (415) 388-9385. (3/2x)

El Monte to CMC Events

Need ride to all CMC events on Sundays. Will share expenses. I ride a 250 YZ, age 20. Bob (213) 443-7283. (4/4x)



DAVE BEAUMONT

Marathon
Fremont Raceway
Fremont, Calif.
Jan. 12, 1975
By W. H. Spencer

125cc	
Jeff Hallock	Hon
Jim Taylor/ Mark Moniz	Hon
Lon Fly/ Hank Allen	Hon
Len Stevens/ Jeff Calvert	Hon
Mike Sprenger	Hon
Tim Murray/ Brent Morrow	Hon
Bob Taylor/ Hugh O'Neill	Hon
250cc	
Guenter Gmelin/ Steve Simons	Mai
John Proto	Bul
Eric Engen	Yam
Paul Carlisle/ Alan Edwards	Yam
OPEN	
Pat Fretwell/ Jerry Kole	Bul
Rod Spencer	Hod
Bruce Rust	Mai
Guenter Gmelin/ Steve Simons	Mai
Dan Jensen/ Mike Starnes	Suz
Lynn George/ Chris Paulson	Hon

CMC Indoor S.T.
Stockton, Calif.
Jan. 18, 1975
By D. Buchanan

MAIN	
Kirk Tardiff	Hon
Steve Adkins	Suz
Manuel Crummett	Bul
Robert Scally	Bul
Butch Davidson	Bul
John Tavis	Hon
TROPHY DASH	
R. Roy Taboada	Bul
CONSOLATION	
Mike Faria	Yam
FASTEST TIME	
Tony Alves	Yam

T T
Atlantis Park Minis
Garden Grove, Calif.
Jan. 26, 1975
By J. Denis

PEEWEES BEG	
B. Palmer	Ind
D. Allred	Ind
S. Spraggins	Ind
PEEWEE NOV	
M. Legere	Ind
J. Henry	Ind
K. Kossuth	Ind
PEEWEE EX	
R. Dickinson	Ind
J. Allred	Ind
K. Henrickson	Ind
JR CYCLE BEG	
L. Stephenson	Hond
J. Spraggins	Hon
K. Kossuth	Ind
JR CYCLE NOV	
M. Dunlop	Ind
J. Allred	Ind
P. Loncarevich	Hon
JR CYCLE EX	
P. Denis	Ind
K. Henrickson	Hon
R. Dickinson	Hon
6-8 83cc STK	
P. Denis	Yam
F. Armendarez	Hon
T. Hetherington	Yam
9-11 83cc STK	
R. Denis	Yam
S. Storer	Yam
R. Headley	Hon
9-11 83cc STK	
R. Klatt	Yam
M. Ponn	Yam
R. Lowther	Hon
12 & OVER 83cc STK	
W. Lowe	Yam
D. Bolles	Yam
V. Robledo	Hon
12 & OVER 83cc STK	
R. Klatt	Yam
B. Holdener	Yam
T. Headley	Hon
6-8 83cc MOD	
P. Denis	Yam
J. Painter	Yam
F. Armandarez	Hon
9-11 83cc MOD	
R' Wrobel	Hon
R. Klatt	Yam
K. Stephenson	Hon
12 & OVER 83cc MOD	
D. Bolles	Hon
T. Hoyt	Hon
G. Goforth	Sus
12 & OVER 83cc MOD	
R. Hoffmann	Hon
W. Lowe	Yam
B. Jones	Hon
POWDER PUFF	
V. Robledo	Hon
R. Klatt	Yam
D. Zielke	Hon

Motocross
Escape Country
Trabuco Canyon, Calif.
Jan. 26, 1975

MINI CLASS	
Terry Redman	Yam
SUPER MINI !st Day	
John Iwakiri	Hon
SUPER MINI BEG	
Craig McKee	Hon
SUPER MINI NOV	
Steven Redman	Hon
Andy Guth	Hon
Dan Trant	Hon
SUPER MINI INT	
Byron Barr	Hon
SUPER MINI EX	
Joy Marimon	Hon
Brad Schwan	Hon
100 1st DAY	
Ronnie Wixom Jr.	Yam
Kirk Fitzek	Hod
Greg Landers	Yam
100 BEG	
Glen Wells	Suz
Ron Glenn	Pen
100 NOV	
Yves Halliburton	Pen
Ivan Leos	Yam
100 INT	
Tim Murphy	Yam
100 EX	
Pete Hillebrecht	Hon
125 1st DAY	
Don Huizing	Hon
Mark Rhoads	Yam
Mark Iwakiri	Hon
125 BEG	
Gary Greeley	—
Dave Dickenson	Hon
Eddy Kissell	Hod
125 NOV 1	
Bill Smith	FMF
Steve McKay	YZ
Mike Sheets	Hon
125 NOV 2	
Brian Ellis	Hon
Rudy Chavez	Hon
Ken Day	Hon
125 INT	
Jim Gallaghor	Hon
Lee Cangiano	Hon
125 EX	
Paul Schones	Hon
Marty Miller	Hon
Patrick Hubbs	Hon
250 1st DAY	
Erik Johnson	Yam
Patrick Tuomey	Bul
Brad Pritchard	Hon
250 BEG	
Jim Carlino	CZ
Greig Ellis	Yam
250 NOV	
Russell Stark	CZ
Geoff Singer	Mai
Mark Zeman	Mai
250 INT	
Tom Mayfield	CZ
Corey Bogane	YZ
250 EX	
Dave Carlson	Mai
John Estes	Mai
Pat Flynn	Mai
OPEN 1st DAY	
Ronald Curry	Yam
OPEN BEG	
Scott Harrison	Bul
OPEN NOV	
Art Bradford	KTM
Ron Ryer	CZ
Mike Waite	Mai
OPEN INT	
Tim Turner	CZ
OPEN EX	
John Hrynkwicz	Mai
Pete Maly	CZ
Rick Carrisosa	Mai
PLATES	
Jeff Tauzin	
4th 250 Nov. 1-1-75	
Ken Graham	
3rd 125 1st Day 1-19-75	
Tim Burner	
1st Open Int 1-1-75	

CMC Semi-Pro MX
Plymouth, Calif.
Jan. 12, 1975
By Doug Murphy

MINIS	
Dan Willis	Yam
Joe Williams	Yam
Steve Jump	Yam
100 NOV	
Art Gurno	Suz
Dennis Stahl	Suz
Steve Gibson	Yam
125 NOV DIV 1	
Jeff Peters	Suz
Jeff Welch	Hon
Greg Welch	Hon
125 NOV DIV 2	
Jay Dargert	Hon
Bob Shoreen	Hon
Dave Rearicle	Hon
125 INT	
Rusty Charnode	Kaw
Jim Lesniewsk	Hon
Brian Veerkamp	Hon
125 EX	
Darrell Shultz	Bul
250 NOV	
Cory La Rue	Bul
Robert Myers	YZ
Tony Gatt	Pen
250 INT	
Rodney Pague	YZM
Doug Veerkamp	Hus
Richard Ward	Yam
250 EX	
Brian Jodry	Mon
Cloyse Holland	Hus
OPEN NOV	
Jim Vlahes	Bul
OPEN INT	
Terry Hicks	Bul
OPEN EX	
Dave Longcor	CZ
OLD TIMERS	
John McClure	Hon
Frank Hicks	Hus

TT & Half-Mile
395 Cycle Park
Adelanto, Calif.
Jan. 19, 1975

TT MINI	
Chuck Bittle	Yam
Ken McIntire	Hon
David Villaneveva	Yam
TT NOV 100	
David Cote Jr.	Kaw
Jeff Johnsonn	Yam
Cliff Whetstone	Yam
TT 125 NOV	
Dylan Neihart	Yam
Ray Souell	Hon
Ron Rohr	Yam
TT 250 NOV	
Billy Hicks Jr.	Yam
Mark Cortum	Yam
Scott Thurlow	Hon
TT OPEN NOV	
Greg Jones	Yam
Ted Share	Tri
Howard Foster	CZ
250 AM TT	
Carroll Heiland	Yam
Donnie Curd	Yam
Billy Graham	Suz
OPEN X TT	
Ron Powell	Tri
Mike Laney	Yam
Earl Roloff	Yam
OPEN AM TT	
John Jarrett	BSA
Richard Lizardo	Bul
Albert Renz	Yam
TT SWEEPSTAKES	
BACKWARD	
Ron Rohr	Yam
Earl Roloff	Yam
Bobby Sanders	Yamm
MINI HALF-MILE	
Ken McIntire	Hon
Chuck Bittel	Yam
Jeff Moon	Yam
100 NOV HALF-MILE	
Rick Blankenship	Kaw
Greg Johnson	Yam
Rackie Sweaney	Kaw
125 NOV HALF-MILE	
Dylan Niehart	Yam
Ray Lovell	Hon
Rocky Robinson	Kaw
250 NOV HALF-MILE	
Billy Hicks, Jr.	Yam
Stan Kinsey	Yam
Ruben Malagarnero	Suz
OPEN NOV H-M	
Greg Jones	Yam
Ted Share	Tri
H. L. Custer	Hon
250 AM/X HALF-MILE	
Shawn Leipold	Yam
Ronny Roderick	Yam
Jim Nosek	Yam
OPEN AM HALF-MILE	
Peter Grant	Bul
John Jarrett	Tri
Donnie Curd	Tri
500 EX HALF-MILE	
Shawn Leipold	Yam
Earl Roloff	Yam
Matt Rohr	Yam
OPEN X HALF-MILE	
Mike Laney	Yam
Bob Saunders	Yam
Buddy Robinson	Tri

R.A.C.E. MX
Corona, Calif.
Jan. 18, 1975

MINI CYCLES	
Bill Jewett	Hon
Lindley Kistler	Hon
Marty Kistler	Hon
100 JR	
John Salinsky	Pen
Jim Shaffer	Hon
Edward Decker	Hod
100 BEG	
Doug Fergus	Yam
Ron Baker	Yam
Brian May	Yam
125 BEG	
Dean Selters	Hon
Rory Airheart	Suz
Dean Wilkinson	Yam
125 JR	
Mike DePhillips	Hon
Steve Harper	Hon
W.D. Marcotte	Hon
250 SR	
Kelly Callaway	Yam
David Hopkins	Hus
250 JR	
John Fitzpatrick	Hon
Ray Obermeyer	Hus
Todd Chapman	Bul
500 JR	
Gary Davis	Bul
Bruce Gantenbein	Bul
Steve Talbert	Yam

Motocross
Puyallup, Wash.
Jan. 19, 1975

MINI "A"	
Duane Marker	
Bill Rowland	
Garth Iverson	
MINI "B"	
Ken New	
Joel Straur	
Ron Wylder	
SUPER MINI	
Russell Tom	
Mark Barber	
100 "A"	
Rick Merritt	
Pat Jacobson	
Mike Lamarche	
100 "B"	
Bill Wainwright	
Charlie Mayberry	
Scott Fleming	
100 "C"	
Brad Hoyt	
Jeff Pugh	
Kim Lefor	
125 "A"	
Gary Potts	
Steve Nolen	
Gary Rocca	
125 "B"	
Keith Ormiston	
Mark VanLandingham	
Kevin Foster	
125 "C"	
Art Higgins	
Jay McCaffery	
Dorian Beach	
250 "A"	
Rick Burgett	
Richard Buckley	
Jack Sillette	
250 "A"	
Glenn Felt	
Steve Bryant	
Tim Watson	
250 "C"	
Mike Norton	
Chuck Biegert	
Mike Young	
200	
Kevin Peterson	
Mark Clancy	
Wayne Fortenberry	
OVER 25	
Jim Newman	
Ron Farmer	
Walter Francisco	
OPEN "A"	
Randy McAllister	
Karl Rufener	
Jeff Chikusa	
OPEN "B"	
Joseph Knight	
Richard Graf	
Lon Lewis	
OPEN "C"	
Robert Austin	
Scott Templeman	
Kevin Collins	

Half-Mile & TT
Corona Raceway
Jan. 22, 1975
By Tom Blattler

TT	
MINI CYCLES NOV	
Jeff Howds	Hon
Tom Headley	Hon
Jim Carroll	Hon
MINI CYCLES EX	
Pat Richmond	Yam
Don Berry	Yam
Mike Palsoy	Yam
125 NOV	
David Dieterle	Hon
Fred Conover	Kaw
David Jones	Hod
125 EX	
Mike Tidwell	YZ
Eddie Lawson	YZ
Mike Minnig	Yam
250 NOV	
Art Junker	Yam
Dennis Aguirre	Kaw
Dan Koogle	Hon
250 EX	
Mike Tidwell	YZ
Eddie Lawson	YZ
Danny Hockie	Oss
350 COMB	
Steve Fortune	Bul
Ron Brehm	Yam
Tim Melancon	Yam
OPEN EX	
Danny Hockie	Yam
Jim Wright	Yam
Eddie Lawson	Yam
HALF-MILE	
MINI CYCLES	
Pat Richmond	Yam
Mike Dawson	Yam
Chris Cannon	Yam
125 NOV	
Danny Perkins	Yam
David Jones	Hod
David Cote	Yam
125 EX	
Mike Minnig	Yam
Mike Tidwell	Yam
Scott Cook	Hon
250 NOV	
Stan Kinsey	Yam
Art Junker	Yam
Dennis Aguirre	Kaw
250 AM	
Dorothy Rowe	Yam
Mike Allen	Yam
Ken Renner	Yam
250 EX	
Vince Mead	Yam
Steve Fortune	Yam
Mike Tidwell	YZ
350 COMB	
VInce Mead	Yam
Peter Grant	Bul
Mike Moon	Yam
OPEN EX	
Nick Voge	Yam
Jim Wright	Yam
Don Frauenberger	Yam

Motocross
High School
Corona, Calif.
Jan. 24, 1975
By Tom Blattler

MINI CYCLE NOV	
Mike Crumm	Hon
Vinnie DiPadova	Hon
Robert Kitchen	Suz
MINI CYCLE INT	
Todd Miller	Hon
Bobby Hart	Hon
Gino Filippi	Hon
100 NOV	
Ed Huebler	Yam
Mark Gutebier	H-D
Ron Rosetti	Hod
100 SR	
Todd Miller	Hon
Ken Black	Hod
Karl Hostetler	Yam
125 NOV	
Scott Cecil	Hon
Greg Sheets	Hon
Rollie Smith	Hon
125 INT	
George Baker	Hon
Jeff Middleton	Hon
Jackie Grissom	Suz
125 SR	
John Friesen	Suz
Dan Hockett	Hon
George Forte	Hon
175 NOV	
Stirling Christiansen	Yam
Jack Firner	Suz
David Smith	Hon
175 SR	
John Friesen	Suz
Jeff Middleton	Hon
Richard Abend	Suz
250 NOV	
Scott Cecil	Hon
Dale Wilczynski	Yam
Arlis Kellogg	Kaw
250 SR	
Tim Hoover	CZ
Robert Fudge	Pen
Brian Speaks	Hon
OPEN NOV	
Gino Filippi	CZ
Arlis Kellogg	Kaw
Roland Wood	CZ
OPEN EX	
Tim Hoover	CZ
Robert Fudge	Pen
Kevin Nemire	Yam
SCHOOLS	
Upland	181
Norte Vista	92
Poly	85
Bloomington	48
Pomona	26

Dist. 37 DRA 1974
Point Standings

OPEN CLASS

1. Gus Paull
2. Howard McCasland
3. George Harvey III
4. Jim Irby
5. William Saltzman
6. Red Sanders
7. Dennis McEvoy
8. Tom Kibbe
9. Kevin Hasten
10. Steve Staats
11. Wes Anderson Jr.
12. Ed Mundy
13. Craig Kinnaman
14. Ken Bishop
15. Richard Sands
16. Chris Kallen
17. Don Rotundo
18. Robert Burtscher
19. C. H. Kerkhoven
20. Gerold Round
21. Bob Balentine
22. Jeffrey May
23. Bill Conroy
24. Ron Jones
25. A. C. Bakken
26. Vincent Andreoli
27. Woody Schamel
28. Michael Williams
29. Ron Gray
30. Pat McEvoy
31. Bill Nicholls
32. Heath Hibbard
33. Dennis Kline
34. Wayne Garrett
35. John Goetten
36. James Stewart
37. Randal Hettema
38. Douglas Wagner
39. Larry Holden
40. Harold Hennemann
41. Mike Martin
42. Lew Fennell
43. Ronald Adolph
44. Robert Bullington
45. Casey Masem
46. Jim Francis
47. David Brooks
48. Wes Finkle
49. Ken Loetterle
50. Danny Robinson
51. Dennis Kerr
52. Barry Goldstein
53. Dan Noll
54. Robert Dotson
55. Prosperous Shepherd
56. Dick Vick
57. Daryn Wyatt
58. Steve Otzen
59. Pete Nelson
60. Dale Trisler
61. Joe Roth
62. Joe Whitlow
63. Steve Kotsay
64. Don Wooldridge
65. Regis Malone
66. Don Shepherd
67. Matt Zoerb
68. Bryan Breker
69. Burt Dole
70. John Gregory
71. Arthur Knapp
72. Clyde Hosterman Jr.
73. John McDowell
74. Dave Weller
75. Randy Martin
76. Richard Luce
77. Jerry Leath
78. Tony Bono
79. Jim Tyler
80. Jack Orndoff
81. Lonnie Murphy
82. John Vukojevich
83. Clayton Fees
84. Pat Kouri
85. Dan Hartman
86. Dave Wood
87. Jeffery Haggard
88. Steve Heinze
89. Doug Weatherly
90. William Sears
91. Glen Hornby
92. Walt Conner
93. Brian Diulio
94. Richard Hall
95. George Hale
96. George Derby
97. Mike Fennell
98. Alan Knebel
99. Robert Rothchadl
100. Bob Delliplaine

CMC MX
Sunnyvale, Calif.
Jan. 19, 1975
By Steve Castillo

MINI	
Curt Olund	Yam
Don Garber	Hon
Mark Kemper	Hon
OLD TIMERS	
Gary Arnold	Mai
Frank Leever	Mai
Fred Whittier	Pen
100 JR	
Jeffery Doyle	Suz
Mark Olund	Yam
Mark Seele	Suz
125 JR DIV I	
Eric Berg	Hon
Al Draeger	Hon
Norbert Lippert	Suz
125 NOV DIV II	
Alan Rohrer	Hon
Gary Orr	Hon
Fred Luiza	Hon
250 JR	
Rich Voss	—
Kent Congdon	Mai
Louie Marshall	Hon
OPEN JR	
Bob White	CZ
Gary Arnold	Mai
Mark Maki	Kaw
125 INT	
Dan Dobbins	Hon
Mark Avery	Suz
Robert Pachal	Hon
250 INT	
Ron Nielsen	YZ
Randy Nielsen	YZ
Sal Ruiz	YZ
OPEN INT	
Art Mitchell	Hus
Bruce Rust	Mai
125 PRO	
Bob Geffert	Hon
Mike Amaral	Suz
Mike Urban	Hon
250 PRO	
Ron Huffman	Pen
Brian Marchbank	Yam
Dave Robison	Hus
500 PRO	
Ron Self	Mai
Jeff Mullins	Mai
Dan Roberts	Bul

RESULTS

Timed Hillclimb
Saddleback Park, Calif.
Jan. 26, 1975
By Ann A. Powell

MINI CLASS	
Steve Stith	Hon
100 CLASS	
Brian Collier	Yam
125 CLASS	
Tom Turner	Hon
175 CLASS	
Jim Collier	Yam
250 STOCK	
Dave Powell	Suz
250 MOD	
Gary Peterson	Yam
360 STOCK	
Bill Estes	Hus
Clyde Peterson	Yam
360 MOD	
Craig Mock	Yam
Bill Estes	Hus
400 STOCK	
Kerry Peterson	Mai
Wes Evans	Suz
400 MOD	
Neal Mackel	Hus
Wes Evans	Suz
450 STOCK	
Joe Graper	Kaw
450 MOD	
Wes Evans	Suz
Craig Mock	Yam
500 STOCK	
Ron Thompson	Yam
Ed Shaver	Yam
500 MOD	
Neal Mackel	Hus
Ron Thompson	Yam
650 STOCK	
David Burk	Tri
Don Robinson	Tri
Jim Garner Sr.	BSA
650 MOD	
Ron Thompson	Yam
Wes Evans	Suz
750-OPEN	
Neal Mackel	Tri
Ron Standeven	Hon
OVERALL	
Wes Evans	Suz

Dist. 35 Scrambles
1974 Point Standings
By Janilee Renaud

MINI DIV
1. Mike Garrison
2. Rodney Sullivan
3. Jeffrey Gonzales
4. Mark Wilder
5. David Mars
6. Mike Leming
7. Todd Parker
8. Robert Taylor
9. Don Howard
10. Duane Dailey

LIGHTWT DIV
1. Doug Garrison
2. Roy Sharp
3. Mike Garrison
4. Rick Delgao
5. Kipp Cox
6. Frank Adamo
7. Mike Stafford
8. Bill Linenbach
9. Ricky Hicks
10. Mike Woods

BANTAM DIV
1. Rick Delgado
2. Jimmy McIntyre
3. Sam Mattews
4. Gary Clark
5. Duane Snell
6. Mark Powers
7. Eddie Mascorro
8. Derek Land
9. Darren Pritchitt
10. Mike Woods

HEVYWT DIV
1. Doug Garrison
2. Don Roberts
3. Dave Backer
4. Ray Comer
5. Rick Simmerman
6. Ted Brase
7. Rick Villaneuva
8. Mike Allen
9. Mike Van Dyke
10. Bud Wall

AMA D-37 Desert
Heavyweight Club
1974 Point Standings

1. Checkers
2. SoCal
3. Desert
4. Desert Knights
5. Invaders
6. Stumpjumpers
7. Rovers
8. Sled Riders
9. Desert Foxes
10. 100's

AMA Dist. 37 Desert
Hvywt. Point Standings
By John Murrin

1975 No. Name
1. A. C. Bakken
2. Bob Balentine
3. Art Knapp
4. John Gaetz
5. Jim Sumners
6. Steve Subith
7. Terry Davis
8. Alan May
9. Mike Caudillo
10. Dwane Carter
11. K. Mckean
12. R. Anglin
13. B. Bennett
14. S. Eckardt
15. K. Hasten
16. B. Lewellyn
17. J. Fishback
18. M. Stormes
19. D. Alden
20. A. Thomas
21. B. Romine
22. T. Rider
23. R. Bebo
24. K. Pillars
25. L. Jordan
26. E. Kempenaar Jr.
27. M. Zoerb
28. J. Wise
29. N. Nichols
30. M. Eich
31. D. Graham
32. E. Shuler
33. A. Hull
34. D. Harris
35. G. Finlay
36. M. Norman
37. B. Saltzman
38. S. Goodell
39. H. Wesselman
40. K. Frost
41. S. Penn
42. M. Powers
43. B. Conrad
44. L. Wight
45. D. Brewer Jr.
46. G. VanBuskirk
47. J. Kaplan
48. L. Nicholson
49. J. Moseley
50. B. Delliplaine
51. G. Niederhuth
52. W. Maddox
53. M. Reider
54. P. Haskell
55. R. Pinion
56. M. Mayes
57. G. Spencer
58. D. Jordan
59. E. Mnoian
60. T. Brooks
61. D. Myer
62. R. Jones
63. B. Becker
64. A. Mejia Jr.
65. J. Watkins Jr.
66. B. Heath
67. D. Mansker
68. D. Kline
69. L. Patterson
70. T. Burr
71. J. Standefer
72. J. Etchart
73. C. Binley Jr.
74. D. Dunham
75. C. Timms
76. S. Cosner
77. D. Urbanek
78. J. Sovie
79. R. Dorr
80. S. Kanpp
81. J. Taylor
82. P. Crawford
83. J. White
84. T. Currie
85. M. Ornelas
86. H. Statham
87. W. Waters
88. T. Martella
89. R. Luce
90. W. Campbell
91. J. Stormes
92. R. Shirey
93. P. Colbert
94. R. Massey
95. R. Riddell
96. B. Eisele
97. E. Williamson
98. R. Griewe
99. J. Weis
100. J. Harwood

AME MX
DeAnza Cycle Park
Riverside, Calif.
Jan. 19, 1975
By Barney Drake

MINI JR	
D. Wade	Hon
M. Shea	Hon
G. Shaw	Hon
100 BEG	
D. Koch	Yam
M. Bottoree	Yam
J. Burgum	Suz
125 BEG	
M. McDaugh	Yam
C. Short	Suz
R. Wallace	Yam
125 INT	
B. Wall	Hon
T. Karos	Hon
250 BEG	
H. Heney	Mai
K. Larson	Yam
250 INT	
K. Patten	Kaw
500 BEG	
J. Grillo	Hus
S. Collins	Mai
H. Clifton	Yam
500 INT	
A. Olson	Mai
M. Hendrix	Mai
500 EX	
M. Sullivan	Bul
T. Claire	CZ
W. Sutton	Mai
MINI EX	
J. Spangler	Hon
D. Graham	Suz
POWDER PUFF	
P. Burgess	Yam
L. Musgrove	Yam
100 JR	
J. Whelcel	Suz
125 JR	
R. Ovellette	Suz
R. Wate	Suz
B. Burns	Suz
125 EX	
D. McGowen	Suz
B. Childers	Suz
250 JR	
J. Boles	Hon
J. Coffey	Bul
D. Harmon	CZ
250 EX	
R. McAfee	Bul
T. Taki	Mon
M. Jenkinson	Hus
500 JR	
G. Lundquist	CZ
D. McKinney	Bul
J. Cook	—
OLD TIMERS	
G. Anderson	
OTHG JR	
Limp Larry	
Eyesore Ed	
Tipsy Tom	

SBVMC Figure 8
Hare and Hound
Cuddeback Dry Lake, California
Jan. 26, 1974
By Jim Bissner

OVERALL	
Smoke Bomb Gaetz	Yam
Bob Ballentine	Hus
Dan Dawson	Hus
Larry Roeseler	CZ
Andy Kirker	CA
Mike Eckart	Bul
Art Knapp	Hus
Dean Modesett	KTM
EXPERTS	
Smoke Bomb Gaetz	Yam
Bob Ballentine	Hus
Dan Dawson	Hys
JUNIORS	
Mike Eckart	Bul
Tracy Walters	Suz
Allen Decker	Yam
NOVICES	
Jack Halterman	Yam
G. Harvey	Hus
Roger Schmidt	Bul
GIRL CLASS	
Trudy Beck	Pen
Kathy Anslin	Hus
SENIOR CLASS	
Albert Drake	Yam
Charles Hermanson	Yam
Gary Herron	Yam

Dist. 37 DRA 1974
Point Standings

250 CLASS
1. William Church
2. John Klug
3. Ken Brown
4. John Steen
5. James Avels
6. Randall Smith
7. Dennis Tipton
8. Ed Rodine
9. John Fransway
10. George Erl
11. Bill Atcheson
12. Ron Williams
13. William Burkhart
14. Mark Adent
15. Roger Jensen
16. Richard Feltz
17. Robert Wodlow
18. Randy Wilson
19. Ed Johns
20. Jimmy Brown
21. T. A. Strong
22. Leslie Klug
23. Bill Carr
24. Bob Coleman
25. Bob Oxley
26. Tony Steffins
27. Steve Bigler
28. Bob Taft
29. Alan Newell
30. Paul Ingels
31. Mark Zoller
32. Mike Cummins
33. Gary Trombly
34. Al Arciero
35. Bob West
36. Mitchell Smiley
37. Robert Huff
38. John Fisher
39. Dean Miller
40. John Nash
41. Ramon Lowe
42. Jon Terkeurst
43. Gordon Schmid
44. Barry Blanchard
45. Ron McClellan
46. Jack Johnson
47. Pat Kouri
48. Rex Sasse
49. B. Pullin
50. Dick Butler
51. Tomas Phillips
52. Jimmy Isom
53. Cordis Brooks
54. Doug Winchell
55. Mike Johnston
56. Michael Lynch
57. Scott Rugg
58. Allen Gillum
59. Steve Lee
60. David Wallace
61. John Goetten
62. Robert Sands
63. Dan Dawson
64. Greg Bozarth
65. Mike Grimm
66. Dave Clarke
67. Rick Gehrls
68. Randy Thomas
69. Ralph Griffin
70. Bill Chandler
71. David Sanchez
72. Steve Neal
73. Danny Noll
74. William Lee
75. Glade Goodrich
76. William Dillman
77. Steve Braddock
78. John Glass
79. Mike Dixon
80. Roger Miller
81. Rick Lee
82. Scott Sheldon
83. Steve Coleman
84. Paul Nyland
85. Doug Posson
86. John Bosanko
87. Daniel McGugin
88. Jesse Cox
89. Terry Harmon
90. Dean Hammonds
91. Charlie VonDeVoorde
92. Craig Fretwell
93. Jeff Jacquot
94. Jeffrey Wilson
95. Mike Smith
96. Charles Mundy
97. James Hayes
98. Jerry Terkeurst
99. Derrie Des Martean
100. Tim Eldridgee

Dist. 37 DRA 1974
Point Standings

0-200 CLASSS
1. Dennis Greene
2. Pat Jones
3. Phil Stumbo
4. Jim Roberts
5. Fred Collins
6. Gary Praster
7. Mark Stoner
8. Alan Ross
9. C. V. Greene
10. Mike Lewis
11. Monte Lee
12. David Taylor
13. Eric Spaeth
14. Steve Harrelson
15. Elwin Johnson
16. Pat Lyon
17. Fred Tervet
18. Eddie Froelich
19. Richard Humphreys
20. John Lawson
21. Ed Moore
22. Dennis McLaughlin
23. Matt Avance
24. Jeff Bukamier
25. Bobbie King
26. Herman Soos
27. Mike Merric
28. Wes Anderson Sr.
29. Tom Hart
30. Warren Roberts
31. Chuck Haupert
32. Dan Bernardino
33. George Erl
34. Gary Hicken
35. Brett Henseon
36. Allen Larsen
37. Marc Camp
38. Dean Kirk
39. Steve Blocker
40. Kurt Hathaway
41. Ron Irby
43. Jim Scott
44. Brett Bround
46. Vern Heth
47. Tony Stuart
48. Jeff Marsh
49. Dick Miller
50. Tom Brooks Jr.
51. Lee Wilson III
52. Brad Henson
53. Richard Brownell
54. Karl Haas
55. Bill Perkins
56. Gino Prudholm
57. Joe Zieman
58. Jeff Cauby
59. Scott Broussard
60. Mark Mizu
61. Ross Allbough
62. Willie Amaradio
63. John McCown
64. Curt Skinner
65. Tim Plant
66. Dean Modesett
67. Eddie Ito
68. George Steiner
69. Bob Midkiff
70. Glenn Finley
71. Paul Pocino
72. Alan Hiiesalu
73. Kippy Thomas
74. Wendell Bradbury
75. Leonard Jones
76. Scot Metcalf
77. Doug Grafius
78. John Foster
79. Rod Lundstrom
80. Rick Wallace
81. John Martin
82. Dan Loros
83. Mark Shader
84. Chris Johnson
85. Donald Manzo
86. Ed T. Moore
87. P. Schneevoigt
88. Fred Strong
89. James Hayes
90. Bobby Neth
91. Lance Hornak
92. Ernest Flippin
93. Gordon Statler
94. Pat Nicoll
95. Mike Dyott
96. Steve Cox
97. Bart Rague
98. Phillip Berry
99. J. D. Brown
100. Richard Bryan

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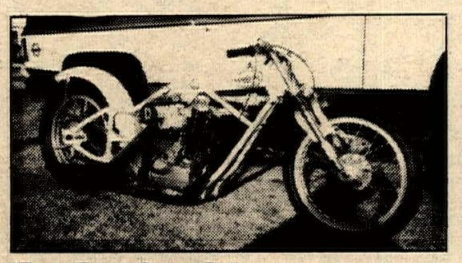
1968 Dunstall Dominator
"World's Fastest Production Racer" Circa '68 Norton 750 engine, completely Dunstallized. Nickel plated Dunstall Featherbed frame. Twin front discs, no miles on new TT100s. New alloy rims. Custom paint and upholstery on full fairing, 6½ gal. tank and twin seat. Street legal. Includes Quafe 5 speed gearset. 90% restored. Under 1000 miles since new in '68! New oil cooler. Aeroquipt metal braided oil and hydraulic lines. New Honda Master cylinder. Needs instruments and Master cylinder seals to be complete. FAST! Must sell to support Yamaha Road Racer and wife. May sell wife soon. Older model than Dunstall, body in good shape. $1,000.00. (512) 444-7548. (4/TFN)

BMW R90/6 PARTS: FORKS, disc brake, large tank, frame, windshield for Windjammer fairing. Call mornings (408) 578-3049. (5)

250 Elsinore WR
MT gears! Brand new — shocks, tank, tires, bars, piston, rings and cases. Sharp. $850.00. Jim (805) 255-1467 Saugus after 3 p.m. (5)

160cc HONDA. 4,000 Miles. Sell before February 14. $225.00/offer. Jan (213) 661-2940 or 373-1954. (5)



Top Fuel Drag Bike
Decker's Harley-Davidson top fuel drag bike and all spare parts for sale, or trade for drag boat. Call Glen Decker (405) 947-7525. (5)

1975 Rupp 125, $800
5 hours on bike. 1973 Bultaco 250, new Konis, excellently maintained. Both set up to win. $725.00. Call anytime (714) 638-3725. (5)

Clearance Sale
1974, 250 WR Husqvarnas. Desert set-up included, $1295.00. 1975, 400 WR Husqvarna, desert set-up, $1695.00. Imperial Motor Sports, Baldwin Park, California (213) 337-6811. (4/2x)

Clews 608cc
Exceptional condition. G.P. alloy staggered fin barrel, G.P. cam, magnesium side case, latest ignition, Konis, service and spares book, very strong, $1250.00. (714) 831-0261. (4/2x)

'74 CZ 250 GP
Ridden seldom — still in showroom condition. Many extras including all Magura controls, Mikuni, and Arnacos, $800.00. (213) 789-5265. (5)

Monark Parts Are Available!
Chassis — engine — frame — parts — all 1972-73-74. Models MX — Enduro — ISDT — Mini. Prompt COD delivery. Include model, year, frame and engine number. Scotty, 3319 Simpson, Evanston, Illinois 60203. (1/5x)

New CZ 400s In Crate, $795
Factory is running out of these special priced CZs. New CZs will be trick but twice the price — Act now. Only 20 left. We will ship anywhere. (209) 582-9200. (4/2x)

'73 SUZUKI T.M.-400. FILTRON, Soundmaster. Just sitting in garage, excellent condition, $500.00. (213) 773-1436. (4/2x)

250 TD 3 ROAD RACER, 250 TD 2, 350 TR 2, 350 TR 3, 250 SUZUKI PROD., spares, tires, Krobers. (714) 465-9700 M-F, 8:30-5:00. (42/TFN)

Motorcycle Mechanics!!
See and enjoy Alaska! We have spring and summer work for qualified Honda mechanics and parts salesmen. Good pay while being able to enjoy smog free surroundings. Contact our local representative. (916) 677-1400. (50/7x)

'73, 250 CZ ENDURO, 350 miles, $695.00. '70, 250 CZ M.X., $250.00. B.W. leathers, size 32, $30.00. Bell 500 TX, size 7¼, $20.00. Viking Boots, size 10, $10.00. (213) 372-0036. (5/2x)

'74 TM 125 Suzuki, $500
Stock, excellent condition. Must sell. (213) 673-4443. (5)

Wanted 250 Greeves
Good condition. Call before 3 p.m. (714) 827-5467. (5)

PENTON 125 PARTS: Green gas tank, engine cases, side covers, 5 speed trans, yellow 250 MX tank. '67 NORTON ATLAS 750, 7800 miles, cherry, $695.00. (714) 847-4434. (5)

I Go Slow, You Go Fast
I want a trials bike, and I'll trade my '73 TM 250, low miles, play bike for it or will sell. $500.00/best. (714) 898-1636. (5)

360 MAICO, GOOD ENDURO bike, up pipe, spark arrestor, ORV sticker, $295.00. (714) 544-8391. (5)

TRAILER, 4x8, EXCELLENT CONDITION, good tires, $150.00. (213) 564-9477. (5)

'74 Husqvarna 250 CR Mag
Never raced, excellent condition, $900.00. (714) 583-7997. (5)

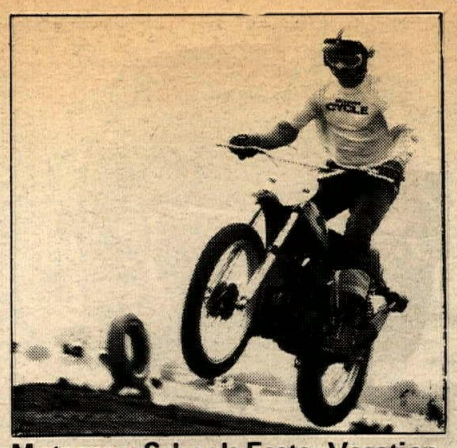
'71½ HODAKA SUPER RAT. PP's, Alex steel peg mounts and brake lever, Webco short MX pegs, Uni levers, Curnutts, skid plate, excellent play bike, more. (213) 888-9268. (5)

125 Elsinore
Mild porting, excellent condition, very fast, $600.00. (213) 888-0517. (5)

'71 Yamaha 90 MX, "Super Fast"
New piston, Filtron, Pettys, clean. Must ride to appreciate. Asking $275.00/make offer. (213) 964-3620. (5)

'71 Suzuki 185 Dirt Bike
Ocelot swingarm, Konis, 30mm Mikuni, TM 125 tank and seat, down pipe, many extras, super trick, excellent condition, $375.00. (213) 348-2257. (5)

'56 AJS, '52 AJS 500 Singles
Extra goodies, '52 AJS in basket. Will sell all or part. $575.00 takes all. (503) 653-0129. (5)



Motocross Schools Easter Vacation
March 22nd and 23rd. Carnegie Cycle Park, Livermore, California. March 25 and 26, Saddleback Park. March 27 and 28 Indian Dunes. Russ Darnell instructing. $25.00 entry. Guaranteed to improve your riding. (213) 367-1722. (5/6x)

Lay Down Suspension
For most Japanese bikes, $65.00 installed. Frame & expansion chambers repair. G.S. Sigman, Race Car Engr. (213) 830-4678. (2/4x)

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Most of the Finisher Pins you're wearing we made — Now — Buy factory direct. Save 20%. Cal-Mart Plating, 607 South Hill Street, Los Angeles, California 90014. (213) 623-6987. (17/TFN)

'73 Harvest 8' Cabover
Stove and ice box, sleeps 4. $850.00. (213) 566-1213. (5/TFN)

'68 BSA 650, $475
Will trade for good 250 dirt bike, C-Z or Bultaco preferable. (213) 862-3903. (5)

Al Anders Bultaco Can Do . . .
complete engine blueprinting. Porting for MX, desert and TT. Head modification. Swingarm modifications for moved up shocks. '75 Pursang seats fit '72, '73, '74 & '75. Chamber modifications for '72 & '73 350 Pursangs. Mikuni conversions that work. Call or write for prices and information: 1401 South Beach Unit G, La Habra, California 90631 or (213) 943-6116 or (714) 870-9990. FAST MAIL ORDER! (5)

Penton Parts Inventory For Dealers
Good dealer stock, good prices. Wally (213) 882-8668. (5/2x)

I'll Stand On My Webco Head
to make a deal on my '74 Suzuki TM 125. 10 extras, perfect condition. Is $550.00 asking too much? Then let's make your deal! (714) 842-4163. (5)

HODAKA 100. CLEAN, RELIABLE, $250.00. (213) 328-1342. (5)

3 RAIL CYCLE trailer, '75 tags, 14', mag wheels, clean and ready, $225.00. (714) 586-0308. (5)

380 CZ — 0 HOURS ON NEW ENGINE. Bilsteins, Mikuni, D.I.D., Magura throttle, Filtron, aluminum sprockets, plastic tank, fenders, number plates and much more. Days (213) 636-7076. (5)

"Bultaco Special"
Okay, 250 Bultaco Alpina, excellent condition and for Roger racer, 250 Bul. '73 Mark 5. New engine, rear wheel assembly, pipe, seat, etc. Alpina — $400.00. Purs. — $600.00. Dave (213) 676-1790. (5)

1971, 360 CZ
New rear tire, Curnutts, Mikuni carb., plastic tank, custom pipe. This bike is in very good condition, $400.00. (714) 529-5036. (5)

1972 Yamaha 250 Enduro
Needs engine and seat, with MX tank, $195.00. (213) 545-1341 eves. (5)

Great Trials Bike!
My '74 Yamaha TY80 is great for the beginner, or smaller Trials buff. Mint condition! Less than 50 hours on engine! IMMACULATE!! O.H.V. sticky too! $295.00. (213) 656-0219. (5)

'73 BULTACO SHERPA T 326. In good condition, S.M. fork braces, custom skid plate, new fenders, Girlings, Diamond chain. Asking $725.00. (213) 248-2468. (5)

WANTED: PLASTIC DESERT tank. Need two 3.5 gallon tanks. Evenings (213) 360-0166, days (213) 782-0750 Ext. 220. (5)

Need Leathers
Full racing suit. I'm 5'8", 165 lb., 33 waist. Good or excellent condition only. Eve. (714) 626-0458. (5)

Norton 850
'74 Commando Roadster, Dunstall ex. system, rack, clean, smooth, reliable. $1,450.00/best offer. After 6 (213) 243-3457. (5)

Husky 125 Rear Wheel, $30
Front wheel, $30.00. Ignition, $50.00. (213) 274-4325. (5)

Honda Race Crank Elsinore
Re. Mfg. Send you crank. Race proven: $65.00. Venolia forge race piston, any bike up to .080 over. 5272 Troth Street, Mira Loma, California 91752. Jim DuBont Crank Re: Mfg. (714) 685-5727 before 1 p.m. (5)

Wanted
3—5 rail bike trailer with large wheels, new or used Honda MR 50s. (714) 635-3024. (5)

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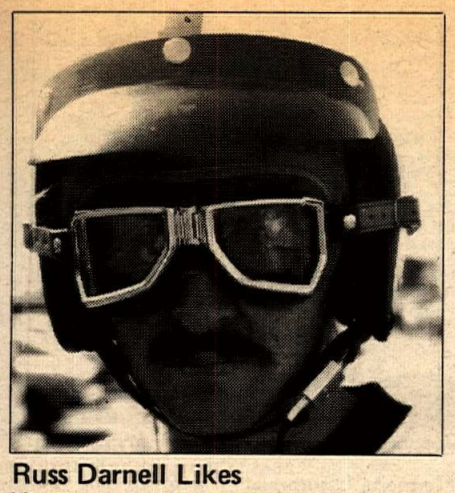

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Any make, any model, any year. Also sell new and used parts, buy and sell used bikes, street and dirt. (714) 995-1029 or (714) 995-0081. (2/4x)

Honda 125 Elsinore
Completely rebuilt; forward mounted shocks, new paint, Venolia piston, 30 Mikuni, plastic levers, new grips, K&N filter, $750.00. Call (213) 371-2353 after 5 p.m. (5)

'73 Yam. 125 MX & '73 Yam. 100
Loads of extras. $425.00 each. (714) 595-9450 after 6 p.m. (5)

1973 HODAKA WOMBAT. Excellent condition, completely stock, $350.00. (213) 285-7238. (4/3x)

'74 XL 125 Honda
As new condition, only ridden twice, $650.00. (714) 826-6279. (5)

'75 DESERT PHANTOM. $1295.00 plus tax, OHV. Nelson's Motorcycles, 2362 Third Street, Riverside, California 92507. (714) 686-3383. (5)

Modified GT 550 Suzuki, Fast
'73 ported, velocity stacks, new paint job, black and gold. New seat, $1,150.00 or best offer. (213) 427-7052. (4/2x)

Shoestring Wheel Works
Wheels laced, $16.00. Trued, $6.00. Wheel off machine tire off. Call for appointment (213) 439-8239. (2/TFN)

Enduro For Motocross Trade
Trade my "73" Suzuki TS 400, street legal, for 125 Elsinore M.X. (213) 867-5371. (5)

'74 CR 125, $725.00
Slicker'n snot!! Super fast!!! FMS brackets, mod. pipe, blueprinted, Inter-Am bars, etc . . . (213) 867-4754 after 6:00 p.m. & Sunday. (5)

1974 Suzuki GT550, Perfect
Only 2600 miles, Lorado Red, $1000.00. Call after 5:00 p.m. (714) 546-2974. (5)

XL-250 Engine
Honda, 4-stroke, complete. Have papers, $225.00 or best offer. Must sell. (213) 547-2726. (5)

TD3 Half-Miler
Champion Cerianis, Barnes, spare crank, has new crank and pistons, new tires, $1850.00. Ask for Jim (805) 871-1857. (5)

Montesa VR
1974, moved up Boge shocks, Trelleborg front tire, fast and dependable, $849.00. Call before 5 p.m. (213) 233-1834. (5)

'74 SUZUKI 185, DRIVEN by Foxy Babes only, low mileage. (714) 273-0838. (5)

'73 DKW 125cc
Excellent condition, trail ridden only, super dependable. $450.00 or best offer. (213) 243-7458. (5/2x)

'63 HONDA 150 Dream — cherry — street legal, $150.00. '69 HONDA SL90 — street or dirt, $125.00. '66 HONDA CL160, dirt or ? $150.00. Ask for Bob (213) 863-0743. (5)

'73½ Maico 250 Radial
All the Wheelsmith extras. Plastic tank, DID's rims, Koni shocks, fenders, and many more. Perfect condition, giving up riding. Sacrifice for $795.00. (213) 670-2449. (5)

'74 Husky 250 Mag
$1200.00. $90.00 Femsa-electronic ignition, tools, Filtron. Best offer. (213) 394-4591. (5)

Triumph Trackmaster $1000.00
Phone Tom Mohr (213) 321-8531, 9-5, (714) 830-9843 after 7 p.m. (4/2x)

'73½ DKW
E.C. Birt ported, pipe & head; 30mm Bing, Curnutts F & R, Koba shift kit, Akronts, Filtron, Pettys, new piston (have receipts), many extra parts, $595.00. (714) 635-3024.

FREE, DYNO CHECK on your Honda desert racer, motocrosser, scrambler, or cafe-racer. If you can find us in the hidden city of Duarte. Competition card and appointment required. McLaughlin Motors, the full service Honda dealer. (3/4x)

1973 CHEVY SPORTVAN for sale, $3,500.00. Air, auto, radio & heater, panelled, speakers, carpets, mag wheels, xlnt. cond. No trades. See at Cycle News, 9-5 weekdays (213) 427-7433. (3/TFN)

1973 YAMAHA SC500, CLEAN, reliable and powerful, $666.00. (213) 973-2045 or (213) 973-0436. (4/2x)

Yamaha '73, 250 MX
Excellent shape, new 460x18, 350x21 Cheng Shins. Motor & trans almost new, ported, polished, $685.00. Moving, must sell. Call Dave 9-5 (714) 549-2662. (4/2x)

Ducati Advertises Self
Red 750 GT, mint condition, no diseases, K&N's, K-81's, H-4 headlight; 2700 loving, crooked, New England miles; one owner who abruptly moved me to mid-America. Now suffer garage fever and extreme straight lines. Willingly relocate for spring in hills, trees, and yes, curves. Write or call the dolt, who asks $1700.00 delivered. David Paul, 1505 Amherst, Perryton, Texas 79070. (806) 435-2550. (4/3x)

'74, 250 YZ, FORWARD MOUNTED SHOCKS and many extras. Excellent condition, $900.00. (213) 320-4956. (5/2x)

'74 YZ 360
New trans & engine. Paid $1800.00, asking $950.00. Buttons (213) 446-0297. (5)

'74, 360 Yamaha, Must Sell!!!
This bike is fast enough for desert and quick enough for MX. Super clean, with everything in the book. Must see!!! Super deal! (213) 631-9814. (5)

'73 Yamaha MX 250
Super sharp — see to believe — Konis & Thermal shocks with S.W., Trick-it kit, Filtron, desert & stock tank, $675.00. (714) 595-6467. (5)

'73, 360 YAMAHA MX, PORT & polished, moved up shocks, TM pipe, bore once, big or small tank, new sprocket, spare tires, new chain. Must sell, $650.00. (714) 774-4253. (5)

1972 YAMAHA 250, MANY extras, desert ready. (213) 691-6530 after 6:00 p.m. (5)

Desert Ready Husky 400, 8 Spd.
Why pay big bucks for a '75, everything new! '71 MI frame, LTR rear, trick shocks & forks. New engine & trans., Motoplat w/liting coils, Vesco tank, late Magura controls, much more; geared for 105 m.p.h. Many extra parts. $995.00 firm. (213) 883-4987. (5)

G.P. 450 Maico
Mint condition, moved up shocks with aluminum Konis, DIDs, aluminum tank, air box and bars. G.P. seat, GP fork springs, Rahm fenders, modified front brake back brake, clutch and carb. Over $2300.00 invested. Price, $975.00. Also 1970 Hodaka 100, new top end, Hooker pipe and more, $150.00. (714) 986-3038. (5)

'73 Honda Elsinore CR250
Owned and ridden by a Powder Puff and only in the desert. Vesco tank, Curnutts, skid plate, new rubber. Looks and runs like new, $750.00. Call evenings (714) 586-7043. (5/2x)

'72½ BULTACO 250 PURSANG. Fast and reliable, excellent condition, $595.00. (213) 355-6852 or (805) 546-3021. (5)

'72 Penton 125 MX, $400
Clean and fast, Mikuni, Filtron, manual, extras. Also have complete set Penton enduro equipment — best offer. (213) 926-8302. (5)

Special — CZ Sale
250 MX 1974 — $799.00. 400 MX 1974 — $899.00. Plus tax, license and set-up. Long Beach Yamaha, 3580 East Pacific Coast Highway, Long Beach, California. (213) 597-3317. (5)

Mucho Medical Bills!
Everything must go. (2) Bul 250 Pursang, (1) Kawasaki 350 Twin. Both fresh. '69 Bul engines (1) in '69 frame, $300.00 ? (1) in '72 frame, $475 ? Many extras on both. (714) 827-0915. (5)

Camper 10½ On ¾ Ton
Great for bike family. Clean, race ready. Must see, $2250.00. (714) 830-9522. (5)

'74 XR75, PIPE, carb, Pettys, never raced, $325.00 firm. (213) 244-6747. (5)

Yamaha TA-250
Road racer, 6-speed, clean, fast, fairing, spares. $1250.00. (408) 722-8846. (5)

Wanted: BSA 500 MX
Preferably '72 or later model. Evenings (213) 676-5995. (5)

'72 Bultaco 250 Pursang
Excellent condition, Mikuni, Honda seals, more! $600.00/best offer. After six, Jerry (213) 637-7410. (5)

Honda 125 Trials
'73¾, excellent condition, Exdusor, Renthal bars, $425.00. Call Kris, evenings (714) 646-3841. (5)

Bronze Elsinore Bushings
Are your swingarm bushings worn out in your 125 or 250 Honda Elsinore? You can replace your stock ones with the trick bronze models for $10.00. Dealer inquiries welcome. (213) 339-4039. (5)

'74 Yamaha MX 80, Extra Fast
Like new, downswept expansion chamber, new knobby back tires, $350.00. (714) 737-3526. (5)

1973 ELSINORE 250, FRESH ENGINE, race ready, all extras, $795.00. (213) 347-5721. (3/3x)

Reward $200.00
for new 1975 Husky 250 G.P. stolen from Malcolm Smith K&N Motorcycle. Frame No. ML00101 and Engine No. 2042-0663. $200.00 DEAD OR ALIVE. (714) 686-8014. (4/2x)

Yamaha Road Racers
250cc and 700cc water cooled — new and used. Let Competition Accessories help you go to Daytona with a winner this year. (513) 372-6621. (5/3x)

'73½ COMBAT WOMBAT, PLASTIC TANK, fenders, levers, Reed, Curnutts, pipe, fresh top end, bars, new clutch, wife's bike, honest! $450.00 or best offer. (213) 421-3436. (5)

'73 Yamaha RD350
Outstanding condition, has Dunlop R.R. tires. $780.00 or trade for ? (714) 564-4047. (5)

*******Let's Make A Deal*********
Want to sell or trade my buggy in a basket. All you need is roll cage and two rear wheels and put it together. I want a good 250 MX, late model Yamaha or Honda. Res. (213) 289-1390, Bus. (213) 843-0327. (5)

$15/30/5 LIABILITY INSURANCE, (0-300cc's, $37) (301-500cc's, $68) (Over 500cc's, $89) (Medical payments, $2000 no deductible, $30). One year policies. (213) 295-4468 or CMIA, Box 4215, Inglewood, California 90309. (1/TFN)

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Mounted Watch Holder — protected cover — $9.95 ea. or 2 for $15.90, plus tax, ppd. Dial-A-Enduro (Computer with watch) — $29.95 ea. or 2 for $49.90, plus tax, ppd. BONAR ENTERPRISES, 3128 Auburn Boulevard, Sacramento, California 95821. Phone (916) 483-8131. (1/TFN)

1974 Montesa 250 VR Demo
Showroom perfect demo. Run less than 3 hours. Will sell at cost. Call Derek, evenings (213) 545-1341. (5)

Must Sell!
Dallas Baker framed Ossa completely fresh — engine and bike crank and porting by Hockies. Many extras, $800.00. (714) 626-0458. (5)

"74" Husky Mag 250, 194 Lbs.
The ultimate Husky, Pro Fab swingarm, through the frame pipe, 38mm Mikuni, factory porting, undercut gears, only 4 months old, much more. $1200.00. (213) 442-8979. (5)

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Sunburst Radial Head $25
Akronts, Set $29
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20 discount on genuine CZ parts. Prices are for items purchased with new motorcycle only, installation not included, set ups quoted on individual basis. LIMITED TIME OFFER. Minimum Deposit to order $200. Rush money order or certified check to SOUTH BAY MOTORCYCLES, 2001 Artesia Blvd., Redondo Beach, CA 90278. 3 weeks only!

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'73 CR 250 Elsinore

Curnutts, skid plate, two tanks, runs strong, $400.00 and take over payments, or full cash price, $684.00. After 5:30 day (213) 867-5910. (5)

'74 CHAMPION YAMAHA 250. Must sell now, $975.00. Call Bob (714) 639-5300. (5)

'73 Maico 250

Wheelsmith frame mod & pegs. Blueprinted, new clutch, chain & sprockets. Plenty of spares, fast, reliable & showroom condition. $875.00 or best offer. (714) 990-1535. (5)

'72 XL250 Honda, $525

1800 easy miles, clean, cheap transportation. (805) 492-4605. (5)

Motorcycles Are Like Sex

You have to be careful to have fun. I had fun but now I have to get married. For sale: Hodaka Super Combat Wombat. Newer than new, $700.00, Curnutts. (714) 792-4846. (5)

FOR SALE: '73 Yamaha 360 MX, trick. Price $650.00. Day (213) AT 4-3566 or AT 8-1487. (5)

1974, 250 Can Am MX

Job forces sale. Excellent condition. Only $1195.00. Eve. (213) 833-5817, Days (213) 831-1279. (5)

'72 YAMAHA 360 MX, new fork seals, & trans., 350/460. (213) 538-3549. (5)

'73½, 250 CZ

Forward mounted aluminum Konis, factory barrel and head, DIDs, H.D. spokes, all plastics including tank and airbox, cleansweep pipe, long forks, 36 Bing, and much more! Sano! $875. (213) 883-6307. (5)

1975 Maico GP 400

Less than 3 hours old, excellent condition — showroom clean. Completely Kal Guarded, many extras. Need cash, $1,475.00 or make an offer. (213) 340-4647. (5)

'73 YAMAHA 250 MX, $650.00. Like new — need money. (714) 526-6538. (5)

'72 Yamaha 360 MX

Ridden very little, like new, desert tank, fork kit, $575.00. (213) 926-8302. (5)

'73, 125 Pursang

Skinny Fat tank, skid plate, aluminum bars, ORV sticker, spark arrestor, excellent condition, out of work, $550.00. After 5 p.m. (213) 691-1073. (5)

Cleaning House

'73, 400 Husky, WR with CR fifth, Honda seals, Curnutts, like new, $900.00. '72, 360 Yamaha MX, ready for desert, registered for street, $650.00. '70, 100 Kawasaki Centurion, $300.00. '71, 125 Bultaco, needs mag, $150.00. Many spare parts for all. Call for details (213) 884-4159. (5)

Go For It

1974 Honda XR-75. Just broken in, mint condition, must sell. (213) 454-9492. (5)

HUSQVARNA 1972¾, 250 W.R. S&W, good condition, very reliable, $550.00. (213) 332-9901. (5)

Trick 125 Penton

F.M.F. porting and pipe, forward mounted shocks, turned down forks, Yamaha front hub, D.I.D.s, Twin Air, well maintained, many more extras, $550.00. After 6 p.m. (213) 323-0576. (5)

'73 Honda XR-75

JB racing pipe, carb, and cam, Thermal flow shocks with S&W springs, K&N filter, perfect condition, $350.00. (714) 846-3191. (5)

'74 Yamaha 175 Enduro

Super clean, like new, 1,800 miles, $550.00. Eve. (213) 845-3408. (5)

350 Kawasaki

Dallas Baker frame, Barnes wheel, 44mm Mikuni, balanced crankshaft and microplated gear box. Hasn't been raced since rebuilt. Can be seen at Corona Raceway Wed. nites. (714) 687-6144. (5)

'73 Husky 250 MX

'74 mag forks & swingarm, new rear tire, rebuilt Boges, sprocket, ring & brakes. Stock fast engine, never raced. Must see to appreciate, very clean, $850.00. (213) 836-0130. (5)

T.T. and Short Track Bultaco

'71 Pursang, new top end, spool, K and N, spare rear wheel. Strong and dependable, very clean, $500.00. (714) 658-7891. (5)

WANTED: '74-'75, 100 MX Yamaha engine, complete or wrecked bike. (707) 762-3009. (5)

Trade Your Yamaha For CZ?

Will trade super clean 1971, 250 CZ, many extras, for 175 or larger or make offer. (213) 424-2583. (5)

'73, 250 Husky 4 Rail Trailer

3 gal. tank, forward mount 5" Curnutts, $850. Just bored & trans shimed, J-Bars, much more, looks beautiful. Trailer has 855x15 tires, giant storage box, hitch wheel adj. axle position, all heavy duty, $250. (213) 337-9970. (5)

Yamaha YZ & Kawasaki Dirts

1974 Yamaha YZ-125, excellent condition, stock, low mileage, $650.00. 1974 Kawasaki 90 mini cycle, stock, excellent condition, low mileage, $325.00. (213) 539-0280. (5)

Monark Super Mini Racer

Monark 50cc, excellent condition, many extras, winner 1974 Mini Grand Prix, 1974 MMA Nationals Expert class. Best offer this week. (213) 360-7989. (5)

1973 HONDA SL70, cherry condition, two pipes, $335. (213) 921-2793. (5)

4 CYL. YAMAHA TZ700. Perfect roadracer or cafe racer. Fresh engine, raced twice in 1974, extra gearing. $5,000 or would consider reasonable offer or possible trade. (714) 830-3808. (5/2x)

Munari/Norstar MX Boots, $59.95

New shipment just arrived. S&L Yamaha, 5938 Pacific Boulevard, Huntington Park, California 90255. (213) 587-7244. (3/6x)

WANTED — LARGE gas tank for '72 Yamaha 250 MX, reasonable. (213) 861-0577. (5)

'73 Yamaha

100 MX; Petty fenders, fork brace, 350-18, excellent condition, $300.00. (213) 861-0180. (5)

'75, 250 YZ Monoshock

Excellent condition, about 5 hours on bike. $1340.00/offer. (213) 477-9912 or (213) 347-3474. (5)

LATE '73, 400, 5 SPEED HUSKY. Looks & runs like new. See it and you will buy it. Tools & manual, $875.00. (213) 531-6201 before 2:00 p.m. or after 7:00 p.m. (5)

'75 Maico Forks

Will fit '74-'75 Yamaha Y.Z. Only used twice, must sell, $275.00. (714) 745-9135. (5)

Jawa Speedway Bike

Must sell! New piston & tire. All track gearing and fender molding, many, many extras. Less than $50.00 to get it running. $500.00. No rip-off. (805) 399-5848. (5)

'74½ CZ 250 GP, Never Raced

10 hrs. on bike, Red Flame, 8" forks, 210 lbs., coffin tank, excellent cond., going to buy trail bike. A good deal at $975.00 or ? 1-(714) 724-9738. (5)

'74 Elsinore 125

Like out of the crate, in storage last 12 months, $600.00. Also MT ignition for 250 Elsinore, $50.00. '63 Corvette F1, $1,100.00. (213) 886-1280. (5)

Ford Window Van 1971 E300

V-8 stick, 2 new tires, good engine. Must sell, $1350.00/offer. (714) 892-5795. (5)

1974½, 450 GP Maico

Bike is totally modified. Too many extras to mention. Wheelsmith special, showroom condition, less than 6 hours on bike. $2,200 invested, sacrifice for $1000.00. Work ph. (213) 860-1354, home (213) 594-0298 ask for Doug. (5)

New 1974 CZs In The Crate

250s and 400s now available. Call for our out the door prices. Ed Kretz & Son, Inc. (213) 280-8244. (5)

'74 Montesa VR

Ridden 10 times, $925.00. Randy (213) 679-6761. (5/2x)

MI 250 Husky

Low motos, many extras. See to appreciate. Greg (213) 675-8936. (5/6x)

Lo-Buck New Bikes

New Yamaha RD 350A, $899.00. New Montesa VR 250, $1149.00. New Can-Am 125 TNT, $949.00. New Can-Am 175 TNT, $1049.00. New Yamaha TX 500A, $1349.00. New Rokon RT340 automatic enduro, $1199.00. All new with factory guarantees, others available. Delivery possible. (707) 443-8031. (5/2x)

Open Road 8' Cabover Camper

with jacks, mirrors, tie down anchors, 12" stereo speaker system. Complete kitchen with electric water system. Conveniently carries 1 motorcycle or use extra bed. 4 years old, in good shape. Good deal at $425.00. (714) 892-5798. (5)

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Own tools — must have some type of M/C related mechanical experience — (M/C school, etc.). (213) 674-5311. (5)

Let's Trade DKW Forks

My leading link with Curnutts or stock shocks for your Betors, excellent condition mine and yours, no junk. (714) 595-5403. (5)

1968 FORD ½ TON, MAGS, 3 sp. 390, black, excellent condition, $1825.00. 1969 BULTACO 250 PURSANG, new engine, extras, desert or T.T. winner, $400.00. (714) 862-9037. (5)

Honda XL350

Two pipes, two tanks, big Mikuni, Konis, 1150 miles, consider trade. Nights (213) 379-5398, Days (213) 372-0043. (5)

'74 Kawasaki Z1 Engine

5000 miles, perfect condition, $500.00. Some parts, wheel, tank, pipes. (602) 992-3231. (5)

CHAMPION FRAME. Bultaco Champion frame, excellent condition, $400.00. Call (714) 531-4211. (5)

A Fast One & A Crunched One

Yamaha TR2B 350cc roadraper, brown fairing & seat, w/spares, $550.00; crunched Triumph '72, 500cc w/spares, rebuildable, $250.00. (714) 960-1990. (5)

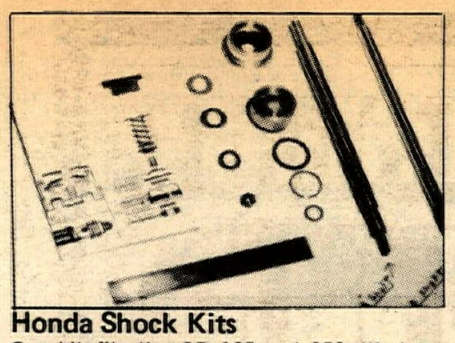
HUSKY 175 W.R. Completely rebuilt eng., Filtron, skid plate, good tires, green sticker, super clean — must see. $850.00. (714) 536-6752. (5)

'74 TM 125 Suzuki

Excellent condition, S&W, FMS, Webco head. Must see to appreciate. (213) 391-1354. (5)

Munari/Norstar MX Boots, $59.95

New shipment just arrived. S&L Yamaha, 5938 Pacific Boulevard, Huntington Park, California 90255. (213) 587-7244. (3/6x)



Honda Shock Kits

Our kit fits the CR 125 and 250. We have increased the shift diameter to ½" to make it strong. $13.95 per shock. Add tax. To: Hilesalu Manufacturing Company, 322 North Lima, Burbank, California 91505. (213) 842-3280. (4/2x)

1973 Husqvarna

450cc, wide ratio, desert master with extras. Must see to appreciate. Must sell, $1025.00 or best offer. Ask for Steve after 5:00 p.m. (213) 866-3846. (46/TFN)

$100.00 Over Dealer Cost

on any new Yamaha. Myserscough Yamaha of Redlands, 833 West Colton Avenue, Redland, California. (714) 793-2473 or (714) 792-2204. (2/TFN)

1973 Maicos

400 Radial forward mounted Bilsteins — very clean. 250 Radial forward mounted Konis — also clean. See at Downen's Cycle Center. (213) 865-8223. (5/TFN)

Clearance Sale

New '74, 250 Pursangs, $1099.00. New '74, 250 Alpinas, $895.00. New '74, 350 Alpinas, $1049.00. Used specials: Trick '74, 250 KX Kawasaki, $749.00. '73, 250 Elsinore, $699.00. **Al Anders Bultaco/Kawasaki** (213) 943-6116 or (714) 870-9990. (5)

1973 Yamaha

360 M.X., excellent condition, $650.00. (213) 425-8879. (5)

'73 Yamaha 100 MX

TM and Hooker pipes, ported, 21", YZ plastic tank, Elsinore carb., Girlings, custom seat, Filtron, Pettys, plus more! $375.00. (714) 867-2067. (5)

'74 Rickman 125

Like new — only 9 months old, $625.00. Eats Hondas. (213) 831-3896. (5)

1972 BULTACO PURSANG 250. New rings, tire, once raced and it cooks. Call after 5:00, ask for Pat. $500.00 or make offer, many extras. (213) 645-5396. (5)

'71 KAWASAKI 500, $575.00. '71 KAWASAKI 100, $275.00. BSA 250, $225.00. '64 BSA, 350, $250.00. All in good condition. (213) 867-4430. (5)

'73 Bultaco 350 Pursang

Play bike, excellent condition. Must sell, $650.00. New engine. Call John (213) 547-1686. (5)

'73 OSSA STILETTO, NEW PISTON, rod, skid plate, comp. release, Boge shocks, plastic tank and fenders with Suzuki seat, cherry condition, with extras, $625.00/offer. (805) 968-4118. (5)

1974 Yamaha 360 MX

Perfect condition, never raced, $750.00. (805) 484-2089. (5)

AJS 250 MX. PORTED, TRICK, and race ready, $350.00 or trade. (714) 750-2496. (5/2x)

$200 Rebate

When you buy my 1973, 250 CZ for $750.00. Bought new 400. Must sell, excellent condition. CZ quality at a Yamaha price. (714) 557-1497. (5)

'65 Matchless 500cc Popper

$350.00 or best offer. After 6:30 (714) 998-0074. (5)

Honda XL250, Super Shape

Konis, extraordinary maintenance, extras, $600.00. (805) 486-7114. (5)

'74 Honda XL175

Bassani pipe, dependable, good condition, $570.00. (213) 331-2849. (5)

'74 Yamaha 500 MX

Excellent condition, hardly ridden. Must sell, need dirttracker for Ascot. $850.00 or best offer. Weekdays call (213) 641-9700, otherwise (213) 670-1330. (5/2x)

'73, 250 Elsinore

New engine, fast, $700.00. Call after 4:00 (213) 421-8789. (5/2x)

1975 Yamaha 400 Enduro

Plastic tank, levers, fenders and lites. Alloy rims, bars and swingarm w/F.M.S., M-X seat, Y-2 pegs, J&R engine guard. $1100.00. (805) 746-4058. (5/2x)

'73 Suzuki TM 125

Extended, forward mounted shocks, Gyt kit, cylinder, pipe, Pettys, bars, Maguras and more. Sacrifice $525.00. Need $ for new bike. After six and weekends (213) 839-8021. (5)

1974 HONDA XL 350 IN EXCELLENT shape. Must sell now, $850.00. (714) 796-8646. (5/2x)

'71, 400 Husqvarna

Lowered, Curnutts, and Hooker pipe. $500.00. (213) 566-1213. (5/TFN)

SELL OR TRADE Yamaha 125 MX, $275.00. Want larger machine. (213) 530-4592. (5)

'74½ MR-50 Elsinore

4 months old in excellent condition, off-road license paid (stock) — $400.00. (805) 947-1191. (4/2x)

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Kits from $156.00. Guns and knives in trade. (213) 359-4597. (38/TFN)

SERVICE MANAGER AND MECHANIC with experience needed by young mid-west dealer with two Yamaha dealerships. Excellent future, salary open. Write Larry at Mister YAMAHA Ltd., 965 E. Edwardsville Road, Wood River, Illinois 62095 or call collect (618) 259-5568. (4/2x)

'71 BULTACO SHERPA T. Asking $450.00 or trade for V.W. (213) 342-5732. (4/2x)

'72 Yamaha 125 MX

Very clean, excellent condition, slightly tricked. $500.00 or B/O. (213) 597-4782. (5)

Honda/Kawasaki

Also Maico and Ski-Doo. Excellent volume in profits. 5,000' modern store with all departments. Priced to sell at below $100,000.00. Susanville, California. (916) 257-5522 or (916) 257-5632. (5/3x)

Husqvarna Factory GP 250

Very dependable, mint condition. All extras, original tires. Must see, $850.00. Call and get full story, it's a steal (213) 349-6414. (5)

'74 YAMAHA 360 T.T. or FLAT-TRACK. Turner built motor — very sano. Best offer or trade for Spanish Enduro — quit racing. (213) 363-9130. (5)

HUSQVARNA 400, TWO TANKS, D.I.D.s, cantilevered, Bilstein shocks, $800.00. (714) 492-3487. (5)

'73, 250 WR Husky

Nickel plated frame, DIDs, Konis, Honda seals, two tanks. Set up for desert-Enduros, $750.00. Steve (714) 557-8921. (5)

'74, 125 Elsinore

Like new, fast, dependable, extras, $750.00. (213) 923-7807. (5)

1973 YAMAHA 360 MX. NEW TIRES, Curnutts and desert tank, $725.00. HONDA Trail 90, $195.00. Both are in very good condition. (213) 941-8249. (5)

Have $800.00 Quad

Will trade for right bike. After 6 p.m. (213) 864-1664. (5)

Production Road Racer

1971 Yamaha 200 Twin, R/R tires, low bars, minor modifications, street legal and reliable. Never dropped, $190.00. (213) 355-8851. (5)

CZ 400 G.P. Replica

Center ported frame & barrel, fresh engine, FMS, Konis, DIDs, Betor forks, plus many custom made parts. Selling in shops for $2500.00. Yours for $1500.00. Buttons (213) 446-0297. (5)

1974 Kawasaki 450 Torquer

New in June, stored for 5 months. Excellent condition, Maico forks, swingarm mod., 2 trail rides & 4 races on bike. $1000.00. 8 a.m. to 5 p.m., ask for Ed (213) 860-6012. (5)

LATE '73 A.T.C. 90, CUSTOM paint, like new, $450.00. (213) 358-6649. (5)

'72 Suzuki TS 250

21" wheel, leak proof gas cap, Diamond chain, good running, super reliable. $450.00 or best offer. (714) 826-9407. (5)

'74 Honda CR 125 Elsinore

Fast and clean. Must see! $650.00. (213) 789-8352. (5)

Triumph Trackmaster

650cc, T.T. bike, Ceriani forks, Barnes wheels, fresh engine, $1,100.00. Call after 6:30 p.m. (213) 472-6393. (4/2x)

Tech Club — Members Wanted

Looking for engineers, technicians, machinists to form Engr./tech-oriented MC club. SoCal, Long Beach area. Object: Go co-op on development shop, create off-the-wall project bikes — road or dirt. (213) 439-8239. (3/TFN)

'74 YANKEE Z 500cc. $895.00 plus tax, license, freight. Nelson's Motorcycles, 2362 Third Street, Riverside, California 92507. (714) 686-3383. (5)

'73 OSSA 250 M.X. or PLAYBIKE. Super immaculate, Yamaha front wheel, silencer, Filtron. Perfect glass, new tires, best offer. (213) 363-9130. (5)

'70 Yamaha Desert Bike

Frame lowered, Torque pipe, Filtron, Pettys, Konis, fork kit, Diamond chain. Super enduro bike, excellent condition, not junk. $400.00/best. (213) 329-6412. (5)

Maico 250 Radial

DID's—forward mounted Konis — T.H. fork kit — down-up pipe — plastic fenders — 3 tanks — extra gears and more — excellent condition — $850.00/best. (714) 547-4863. (5)

'75 Hodaka Super Combat

Excellent condition, Webco fork springs, Boge rear shocks, racing shift springs, matched and polished ports, plus spare parts. $675.00 or $25.00 and T.O.P. (714) 548-5134. (5)

Truck Your Bike

in comfort — '71 El Camino. All extras — including air, Pr. steer., Pr. brakes, etc. Lo miles, mint condition. Camper shell, 350 CI eng. (213) 747-0117 days, (213) 286-5517 nites. (5)

'71 FORD SUPER VAN E-200, V-8 auto., stock, $2495.00. Must sell! (213) 372-0036. (5)

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For a listing here, write Cycle News, P.O. Box 498, Long Beach, CA 90801 or call (213) 427-7433 (ad dept.). Each individual listing $100.00 per year (50 issues).

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Handcrafted in U.S.A. Superior quality riding or competition leathers and jerseys, zipper or buckle riding belts. Free literature on request to Bill Walter's Leathers, 445 S. Victory Blvd., Burbank, CA 91502, or phone 213-843-1255.

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Professional quality steel shoes for all types of dirt track racing — $30.00. To Order send your boot or cutout pattern of sole, specifying boot toe height, to: Jenkins Hot Shoes, PO Box 751, Norco, CA 91760. 714-735-0725.

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Harley Davidson of Lomita (2 miles west of Harbor frwy) between Crenshaw & Western in the South Bay Area. We specialize in late model parts, prompt service and volume sales of new and used Harley-Davidson Motorcycles. Tues.-Sat. 8:30 to 6:00, Sat. till 4:30. 213-534-5530.

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Suzuki West — Authorized dealer for Suzuki and BMW. 8941 E. Valley Blvd., Rosemead, CA 91770. 213/285-1251. Sales, service, parts, & accessories. Mail order available. Hours 9 to 6 Mon.-Sat.

Santa Ana

Roy's M.C. Shop — 12461 Westminster, Santa Ana. "Orange County's oldest established Honda dealer." Honda, Full Bore dealer. Kawasaki. 714-531-0742.

Santa Monica

California Kawasaki — Selling Kawasaki's exclusively. Complete supply of parts and accessories. Race proven Service Department. Open 7 days — Mon. thru Sat. 9-8, Sunday 10-6. 3009 Lincoln Blvd., Santa Monica, California 90405. 213-392-4131.

Stockton

Coleman's Husqvarna Sales — 1545 E. Miner Ave. 209-466-5872. Full line of Husky parts and Hallman accessories for the Motocrosser, Six Day and Enduro rider. Hi Point Boots. United Parcel Service.

Torrance

Honda of Torrance — 18411 Hawthorne Blvd., Torrance, CA 90504. 213-371-7533 or 772-1823. Only authorized Honda dealer in the Torrance area. Parts and sales open 7 days; service open 6 days. Parts & accessories are our business. M.C. insurance. Free local pick up. M.C. trailers. Honda generators. Largest outdoor display in the area. Bank financing.

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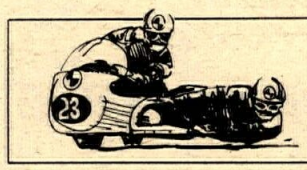

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